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The Chronicle.

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THE FINANCIAL SITUATION.

Further important failures in commercial circles have been announced during the past few days, and these, together with the suspension of two banks at St. Albans, also of runs by depositors on a bank in this State and two in the West, besides rumors affecting several other financial institutions, have served to keep the public mind in a disturbed condition all the week. On the surface the appearance is easily interpreted as indicating quite a general disorder, and parties interested in depressing prices do not hesitate to exaggerate this feature and predict the worst of consequences. Croakers have, therefore, increased in number and in confidence, and the crowd which always drifts with the current, is for the moment under the same influence.

Of course to make out a case our despondent friends must prove that this is a period of general and greatly inflated credits. One railroad manager has temporarily succumbed, so they tell us all others are in a similar state and will speedily follow; the disclosure in the leather trade they interpret as only a sample of the overtrading prevailing in all departments of commerce; the temporary disturbance in three or more small banks (possible incidents of any period) they make sufficient to support a whisper of suspicion as to the body of loans being carried

by the whole system. From all this and other similar facts and fancies the public is taught to draw the inference that the Stock Exchange will soon be buried under a mass of worthless securities, and every merchant who owes a sixpence will be forced into liquidation.

Such exaggerations and predictions are simply absurd in the present condition of prices and credits. We are really at the end now of two years of contraction and liquidation. Financial and commercial affairs are in such a state that speculation is scarcely observable in any department, and very seldom in our history have we known a time when all values were so little inflated. One might as well expect a man to tumble down hill when he was at the bottom as to anticipate a panic with prices so substantial. The trouble in the Western banks has its origin probably in the wild and disastrous speculation in provisions and breadstuffs which was so recently in progress there. But those movements are at an end, and the losses incurred, though heavy, have in general borne their fruit. As to the St. Albans affair, it is a special matter and has no general application. There are very few railroads to-day that could be embarrassed even in a panic. They are in almost every case very strongly held, and where one can question the value of the stock the bonds are safe. Besides, nearly all the railroad extensions a short time since in progress are finished, and to a large extent were carried through and the securities issued by old corporations whose credit is beyond suspicion. Furthermore, during the last eighteen months the banks and other loaning institutions have gradually thrown out the poorer stuff while making the margin for all greater, so that their collaterals to-day stand safer than has been the case often. Now, if to all this we add that last year and this year the country raised magnificent crops and has been accumulating wealth, and thus actually and visibly recuperating during its time of depression, the reader will be able to estimate at their true value these prophets and prophecies of evil.

In the references made to the various causes which have contributed to the existing state of affairs we think too little prominence has been given to the decline in railroad building which affects so many departments of trade and of general business. The facts in relation to this change are perhaps not noticed by the general reader. Even during the summer and autumn of 1882 railroad construction was carried on with wonderful rapidity, but before the close of the year the Chronicle stated, judging from the outlook at that time, that there must be a very large decrease during the present year. Other journals predicted but a moderate decline. Now, it is found from the approximate running account of new construction kept by the Railroad Gazette, that from Jan. 1 to date 2,796 miles of new road

have been constructed this year, against 5,667 in the same time last year. But the decline hereafter bids fair to be still more rapid, for the new track reported from week to week is now small, whereas in 1882 no less than 1,501 miles were finished in the six weeks ending August 11, and 4,341 miles in the seventeen weeks ending Oct. 27. When the Northern Pacific is completed this month, there will remain but a single road in the United States on which a large additional mileage will probably be completed this year—namely, the New York West Shore & Buffalo. For the purpose of showing how the mileage progressed from the first of July in each year, the following table is presented.

Week ending—	1882.	1883.
	Miles.	Miles.
July 7.....	249	143
" 14.....	343	282
" 21.....	342	197
" 28.....	204	70
Aug. 4.....	169	103
" 11.....	194	31
Total six weeks.....	1,501	829
Aug. 18.....	309	.....
" 25.....	292	.....
Sept. 1.....	500	.....
" 8.....	124	.....
" 15.....	272	.....
" 22.....	224	.....
" 29.....	121	.....
Oct. 6.....	304	.....
" 13.....	491	.....
" 20.....	199	.....
" 27.....	124	.....
Total eleven weeks.....	2,810	.....

The effect of the disquieting facts, rumors and exaggerations of the week, was of course very marked in Wall Street. The stock market is now all the time in a condition of extreme sensitiveness, growing out of the distrust which the large operators have produced by their manipulations. For this reason it is comparatively easy to depress prices, for no story is too absurd not to frighten the timid. The attacks of the speculators were, however, first directed against the cliqued properties; but when it was seen that these did not yield, a diversion was made, and the unprotected stocks were assailed. The Wabashes yielded readily, partly because of the decreased earnings of the road—comparison being made in the last week of July with a very large traffic for the corresponding period in 1882—and partly in consequence of a threatened passenger rate war between this road, the Illinois Central and the Chicago & Alton. Texas & Pacific and Missouri Kansas & Texas sympathized with this decline in the Wabashes, and the stocks of all the roads in the Southwestern system were also more or less affected by the issue of an order by the Telegraphers' Brotherhood directing the operators employed on these lines to strike unless alleged grievances were redressed. Indeed, this movement of the Brotherhood exerted a depressing influence upon stocks of all railroads, for it was feared that the locomotive engineers would so far sympathize with the striking telegraphers as to refuse to run trains without the aid of telegraphic signals or orders. Denver & Rio Grande was later attacked, doubtless with the object of demoralizing the rest of the market, and on Wednesday the Northern Pacific and Oregon Trans Continental yielded readily to an assault accompanied by a false rumor of financial embarrassment. On Thursday there were indications of a temporary recovery, probably caused in good part by a covering of short contracts, induced by the conviction that the strike of the telegraphers, so far as the railroads were concerned, was a failure, and also by the rumored sale of the Southeastern Railroad, and the consequent settlement of the St. Albans difficulty, and by the denial of some of the disquieting reports previously circulated. But yesterday, with the story of the sale of the Southeastern denied, and further reports of trouble in the two banks in Indianapo-

lis, the market was again attacked, with the effect of demoralizing the entire share list and causing a heavy fall in prices all around.

There is very little change to note in the exchange market. At the moment the tone is firm, but this is due more to a temporary scarcity of commercial bills than to any particular urgency in the demand. The outward movement of breadstuffs and provisions continues, but it is slow, and bills are not made so rapidly as they will be later on by exports of cotton. Then again the European markets are so well supplied with grain that there will be no urgent inquiry from us for the present or until the actual results of the European and American harvests are known. The comparatively high rates for money in London and the low figures ruling here operate against the sale of speculative bills, so that, as was remarked last week, the market has to depend upon commercial drafts for its supply. Some few bankers' bills are being drawn against the negotiation of loans in Europe, but there is no movement of securities either way of any moment. The following shows relative prices of bonds and railroad stocks in London and New York at the opening each day.

	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.	Aug. 10.	
	London prices.*	N.Y. prices.*	London prices.*	N.Y. prices.*	London prices.*	N.Y. prices.*
U.S. 4s. c.	119 1/8	119 3/8	119 0	119	119 1/8	119 3/8
5s. c.	33 3/8	33 3/8	34 1/8	34	33 3/8	33 3/8
2d. con.	94 7/8	95	94 7/8	95	94 7/8	94 7/8
U. Cent.	131 1/8	131 1/8	131 1/8	131	130 9/8	130
N. Y. C.	115 3/8	115 3/8	116 1/8	116 1/8	116 1/8	116
Reading	28 08 1/2	55 3/8	28 08 1/2	55 3/8	27 64 1/2	55 3/8
Ont. W'n	23 20	23	22 95	22 1/2	21 94	21 1/2
St. Paul	103 31	103 3/4	103 54	103 3/4	103 54	103 3/4
Exch'ge cables.	4 88 1/2	4 88 1/2	4 88 1/2	4 88 1/2	4 88 1/2	4 88 1/2

* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

Money, although still abundant, has been in a little better demand this week, and lenders on call have been able to get 2 1/2 to 3 per cent, against 1 1/2 to 2 last week. Commercial paper has advanced in consequence of the lighter inquiry for it, caused by the unsettling influences of the Boston failures, but, so far as can be ascertained, legitimate borrowers have experienced no difficulty in obtaining all the accommodation required without selling their notes on the Street. The domestic exchanges on New York at interior points remain unchanged, with the exception that at Boston the rate has fallen to from 5 to 10 cents per \$1,000 discount, and at St. Louis the change is from \$1 to about 70 cents per \$1,000 premium.

For the past week the New York Clearing-House banks, according to returns collected by us, have received from and shipped to the interior gold and currency as follows.

Week Ending Aug. 10, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$1,747,000	\$666,000	Gain, \$1,147,000
Gold.....	.....	729,000	Loss, 729,000
Total gold and legal tenders.....	\$1,747,000	\$1,329,000	Gain, \$427,000

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement the banks have lost \$1,533,000 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total loss to the N. Y. Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending Aug. 10, 1883.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$1,747,000	\$1,329,000	Gain, \$427,000
Sub-Treasury operations, net .....	.....	1,533,000	Loss, 1,533,000
Total gold and legal tenders.....	\$1,747,000	\$2,862,000	Loss, \$1,100,000

The Bank of England return for the week shows a loss of £88,000 bullion, and a gain of 1 per cent in the proportion of reserve to liabilities. The net increase from abroad was £214,000, and it follows, therefore, that the loss for the week is due to shipments to the interior of Great Britain, probably for crop purposes. The Bank of France reports a decrease of 20,000 francs gold and of 250,000 francs silver. The Bank of Germany lost 4,480,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Aug. 9, 1883.		Aug. 10, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	22,841,486		22,065,158	
Bank of France.....	39,533,527	41,420,178	39,830,535	46,293,794
Bank of Germany.....	7,611,787	22,835,363	6,946,250	20,838,750
Total this week.....	69,986,800	64,255,541	68,841,943	67,132,544
Total previous week.....	70,131,636	61,345,502	69,516,655	67,315,372

The Assay Office paid \$82,804 through the Sub-Treasurer for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certif.
Aug. 3....	\$539,724 42	\$7,000	\$27,000	\$391,000	\$115,000
" 4....	287,363 77	7,000	26,000	1,500,000	72,000
" 6....	591,778 73	14,000	30,000	450,000	97,000
" 7....	577,539 59	10,000	25,000	421,000	121,000
" 8....	477,034 71	15,000	31,000	310,000	121,000
" 9....	745,883 43	22,000	42,000	506,000	175,000
Total.	\$3,219,329 65	\$75,000	\$181,000	2,260,000	\$701,000

RAILROAD EARNINGS IN JULY, AND FROM JANUARY 1 TO JULY 31.

Our statement of railroad earnings for July makes a fairly satisfactory exhibit, taken as a whole. There is a plentiful supply of roads with diminished receipts, but the gains on other roads more than offset these losses. The aggregate gain is not as large as in June—indeed is only \$1,100,000, or 5 per cent; but the peculiar conditions prevailing which bring this and last year in certain sections in sharp contrast with each other, have played an important part in keeping the totals down. It is only by bearing these facts in mind that we can understand the somewhat contradictory returns of individual roads. Generally speaking, July this year was not a favorable month. The grain movement in the aggregate reached only small dimensions; the cotton movement, though larger than a year ago, was yet much below the average; while the state of general trade was such as to ensure only a moderate interchange of commodities. With such conditions, the following exhibit of the mileage and earnings of each road is perhaps as good as we had any right to expect.

GROSS EARNINGS AND MILEAGE IN JULY.

Name of road.	Gross Earnings.			Mileage.	
	1883.	1882.	Increase or Decrease.	1883.	1882.
	\$	\$	\$		
Burl. Ced. Rap. & No.	195,989	193,276	-2,287	690	620
Canadian Pacific.....	548,886	281,263	+267,623	1,704	746
Central Iowa.....	100,972	91,587	+9,385	401	276
Central Pacific.....	2,023,000	2,076,641	-53,641	3,083	3,080
Chesapeake & Ohio.....	346,475	316,787	+19,688	512	504
Eliz. Lex. & Big San.	60,237	51,666	+8,571	130	130
Chicago & Alton.....	715,956	702,635	+13,321	847	847
Chic. & Eastern Ill.....	126,354	151,763	-25,409	240	240
Chic. & Gr. Trunk.....	260,368	135,882	+124,486	335	335
Chic. Milw. & St. Paul.	1,829,000	1,464,927	+364,073	4,550	4,353
Chicago & Northwest.	2,170,900	2,039,932	+110,968	3,600	3,310
Chic. St. P. Minn. & O.	433,830	339,459	+94,371	1,150	1,042
Chic. & West Mich.....	117,076	111,949	+5,127	410	371
Chn. Ind. St. L. & Ch.	185,399	217,195	-31,806	363	363
Cleve. Ak. & Col.....	43,985	39,457	+4,528	144	141
Denv. & Rio Grande.	552,300	459,406	+92,894	1,281	1,066
Des Moines & Ft. D.	17,141	15,994	+1,147	113	87
Detroit Lansg. & No.	121,255	122,894	-1,639	225	225

* For the four weeks ended July 28.
† Three weeks only of July in each year.

Name of road.	Gross Earnings.			Mileage.	
	1883.	1882.	Increase or Decrease.	1883.	1882.
	\$	\$	\$		
East Tenn. Va. & Ga.	298,134	236,339	+61,795	1,100	900
Evansv. & T. Haute.....	38,086	81,614	-43,528	146	146
Flint & Pere Marq.....	181,427	145,503	+35,924	347	347
Flor. Trau. & Penin.....	20,961	19,290	+1,671	243	243
Grand Trunk of Can.....	1,390,803	1,241,870	+148,933	2,322	2,225
Gr. Bay Wln. & St. P.	26,343	26,792	-449	325	325
Griff Col. & Santa Fe.....	166,555	93,732	+72,823	534	429
Hannibal & St. Jos.....	179,959	192,210	-12,251	292	292
Illinois Central (Ill.)...	519,758	616,782	-97,024	928	919
Do (Iowa lines).....	147,495	140,052	+7,443	402	402
Do (South. Div.).....	240,625	222,659	+17,966	578	578
Ind. Bloom. & West.....	217,618	205,072	+12,546	684	684
Lake Erie & Western.....	77,913	105,866	-27,953	385	385
Little Rock & Ft. S.....	30,661	27,358	+3,303	168	168
Little Rk. M. R. & Tex.	24,003	17,755	+6,248	170	151
Long Island.....	366,944	352,413	+14,531	352	352
Louisville & Nashv.....	1,139,300	1,063,765	+75,535	2,071	2,023
Marq. Hough. & On.....	91,121	128,333	-37,212	103	103
Memphis & Char'ton.....	89,615	68,311	+21,304	330	330
Milw. L. Sh. & West.....	81,835	68,993	+12,842	326	276
Missouri Pacific.....	704,084	734,008	-29,924	996	996
Central Branch.....	93,852	57,960	+35,892	383	383
Intern'l & Gt. No.....	269,052	223,256	+45,796	825	775
Mo. Kan. & Texas.....	590,649	482,334	+108,315	1,386	1,296
St. L. Iron Mt. & So.	585,890	515,519	+70,371	905	795
Texas & Pacific.....	537,743	379,451	+158,292	1,487	1,412
Mobile & Ohio.....	136,836	135,173	+1,663	328	328
N. Y. & New Eng'nd.....	309,288	298,441	+10,847	394	394
Norfolk & Western.....	128,901	116,748	+12,153	502	428
Shenandoah Valley.....	74,376	45,556	+28,820	239	239
Northern Pacific.....	841,008	694,068	+146,932	1,701	1,298
Ohio Central.....	84,730	85,572	-842	212	212
Ohio Southern.....	29,254	27,494	+1,760	128	128
Pee'da Dec. & Evansv.....	45,850	75,741	-29,891	254	254
Rice's & Danville.....	118,700	110,200	+8,500	737	737
Char. Col. & Aug.....	115,334	114,683	+651	337	303
Columbia & Gr.....	112,272	114,21	-1,929	294	294
Virginia Midland.....	151,139	142,004	+9,135	353	353
West. No. Carolina.....	19,179	15,979	+3,200	190	190
St. L. A. & T. H. m. line.	99,422	130,986	-31,564	195	195
Do do (branches).....	54,720	73,619	-18,899	138	138
St. Louis & Cairo.....	20,813	28,433	-7,620	146	146
St. Louis & San Fran.....	280,020	318,613	-38,593	732	661
St. Paul & Duluth.....	137,973	96,639	+41,334	208	194
St. Paul Minn. & Man.	612,766	853,296	-240,530	1,250	912
Scioto Valley.....	47,526	45,482	+2,044	132	132
Union Pacific.....	2,268,000	2,300,000	-32,000	4,332	3,720
Wab. St. Louis & Pac.	1,216,409	1,418,837	-202,428	3,518	3,348
Total.....	24,397,368	23,254,881	+1,142,487	54,011	49,393
Oregon R'way & Nav.....	461,350	432,327	+29,023	.....	.....
Grand total.....	24,858,718	23,687,208	+1,171,510	.....	.....

* Three weeks only of July in each year.
† Freight earnings only.
‡ For the four weeks ended July 28.
§ Figures of this road are approximate and unofficial.

Northwestern roads again make the most marked gains, but this time a sharper distinction must be drawn between them and other Western roads; that is to say, the improvement is confined to the one section of country designated as the Northwest, and does not extend to other districts in the same territory. If we draw a line from Chicago through the southern boundary of Iowa, the section north of that line, embracing Iowa, Minnesota and Wisconsin, will comprise about all the roads that show any decided gain in receipts; while the Western roads in the district bounded by that line on the north and the Ohio River on the south—say including the States of Missouri, Illinois, Indiana and Ohio—almost without exception fall behind in their receipts very largely. In illustration of the improvement by Northwestern roads, we have the gain of \$364,073 by the Chicago Milwaukee & St. Paul, the gain of \$111,000 by the Chicago & Northwestern, and the gain of \$74,371 by the St. Paul & Omaha. It should be said that the first and the last of these had smaller receipts last year than the year before, but the increase this year is in each case three times as great as the loss then, while in the case of the Chicago & Northwestern the gain of \$111,000 this July is in addition to a gain of \$76,000 last July.

The St. Paul Minneapolis & Manitoba, which lies in the same section of country, has this month, as in the months immediately preceding, a large decrease, but there are exceptional circumstances—such as diminished immigration and business in Manitoba, &c., alluded to in former articles—that account for this. It should always be borne in mind with reference to this road, that the falling off the present season, large though it be, is small compared with the extraordinary gains made the same months of last year under the preva-

lence of exceptionally favorable conditions. Thus, while the loss the present July was \$240,530, the gain last July was \$465,808, so that the earnings this year are \$225,278 above those in 1881, during which time mileage has risen 395 miles. Among other roads in the Northwest, the Central Iowa has a small gain, while the St. Paul & Duluth is doing exceptionally well. This latter company's earnings this year were \$137,973, against \$96,699 in July 1882, and \$71,413 in July 1881, a gain since 1881 of almost 100 per cent, on mileage only 24 miles greater.

On the other hand, as already stated, the roads in Illinois, Indiana, and Ohio, almost all show a decrease in earnings. The reason for this is very clear, although from the comments made it would appear to be but imperfectly understood. The decrease has its origin in the changed conditions with reference to the outturn of wheat. Last year in July our visible stock of wheat from the previous season's extremely short yield, had been drawn down very low, and there was no way of meeting the unusually heavy demands for that staple except by drawing upon the new crop. Fortunately, this was excellent in both quality and quantity—especially in the great wheat belt, embracing Illinois, Indiana, and Ohio—and was, moreover, a very early crop. As a consequence of these facts, an unusual quantity of wheat was at once sent to market. Farmers hurried their supplies forward as never before, and the great distributing centres apparently could not get too much. So great indeed was the demand that Chicago, which had theretofore figured chiefly as a spring-wheat market, was receiving large consignments of wheat from the winter-wheat district of the Ohio Valley. Kentucky and Tennessee had been as fortunate as the States north of the Ohio, and the Illinois Central was carrying wheat received on its line in these Southern States all the way north to Chicago, thus reversing the usual course of things, in which the South imported and not exported cereals.

The gain on the main line of the Illinois Central in that month was \$68,000, on earnings of \$548,318 in July, 1881. Especially remarkable, however, was the gain made by some of the minor roads. The Evansville & Terre Haute nearly doubled its earnings then—that is, it raised them from \$60,559 to \$119,677. The Chicago & Eastern Illinois increased its receipts from \$125,139 to \$151,763. Nor was this gain confined to the roads running directly north and south. The Peoria Decatur & Evansville swelled its earnings from \$51,913 to \$73,741, and the Cincinnati Indianapolis St. Louis & Chicago from \$177,161 to \$217,198. Then St. Louis, having Missouri and Kansas to draw on in addition to the States east of the Mississippi, was a point that received even more benefit than Chicago from this large and extraordinary movement, and we find that pretty nearly all the roads running to or from that city profited thereby. Missouri Pacific earnings increased \$165,501, Wabash earnings \$287,085, and the St. Louis Alton & Terre Haute \$12,142 on the main line and \$27,092 on the branches. It should be said that in almost every case the gains here recorded were made wholly or in great part in the last half of the month, which rendered them all the more significant.

This year the condition of things has been completely reversed. There is no movement of wheat to any extent to market. This is so, in the first place, because there is as yet but little new wheat to send, the crop being late as well as short; and in the second place, because there is no demand for it, the visible surplus left over from the old crop being ample to meet all wants. Then the shortage this year lies almost wholly in the three States—Illinois,

Indiana and Ohio—which last year raised such enormous quantities of wheat and sent them so speedily to market. Thus the railroads have had to contend with a short and late crop this year, and an absence of demand for new wheat because of the large visible supplies from last year's yield. As a consequence, they have carried scarcely any of that cereal this July, while last July they carried it in such exceptionally liberal quantities. To make this more clear, we give the following table of the receipts of flour and grain at the principal lake and river ports of the West for the four weeks ended July 28.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED JULY 28.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago—						
1882	142,757	493,756	5,197,454	2,592,493	40,108	190,528
1881	135,746	2,866,284	3,951,655	1,188,022	11,716	55,901
Milwaukee—						
1882	233,768	322,417	348,980	305,156	41,795	31,820
1881	154,527	590,748	138,450	152,382	38,050	8,550
St. Louis—						
1882	80,843	1,016,456	593,515	420,358	5,400	4,962
1881	117,323	3,637,017	572,626	794,655	1,744	10,701
Toledo—						
1882	8,085	346,654	418,500	19,385	.....	8,244
1881	3,102	1,584,574	158,276	20,907	.....	115
Detroit—						
1882	4,786	81,013	15,382	52,924	1,067	.....
1881	7,531	227,100	51,282	63,794	.....	.....
Cleveland—						
1882	9,206	96,041	44,819	75,300	.....	.....
1881	8,717	51,5474	31,450	90,400	2,550	420
Peoria—						
1882	3,730	9,600	355,300	608,725	15,000	34,300
1881	4,673	31,000	469,600	369,325	21,550	16,550
Duluth—						
1882	66,500	91,993	22,147	.....	.....	.....
1881	38,900	65,858	.....	.....	.....	.....
Total of all						
1882	555,675	2,460,930	9,996,088	4,074,341	103,370	269,854
1881	470,519	9,531,055	5,373,339	2,679,985	75,610	92,537
1881	641,393	5,089,248	13,573,072	3,165,638	67,485	142,048

The last line in this table, giving the figures for 1881, shows how small the movement this year is as a whole. But it is the wheat figures that possess the most interest. We find that the total receipts of that cereal this year were no more than 2,460,930 bushels, while last year they were 9,531,055 bushels. Both Chicago and St. Louis received more wheat, each, last year than all the points in our table put together this year, and the falling off at Toledo is also noteworthy. In view of such figures it is not surprising that the Illinois Central main line earnings should show a decrease of \$97,000 after having shown an increase last year of \$68,000; the Evansville & Terre Haute a loss of \$43,000, after a gain of \$38,000; the Chicago & Eastern Illinois a loss of \$25,000 on a gain of \$26,000; the Peoria Decatur & Evansville a loss of \$28,000 on a gain of \$22,000; the Cincinnati Indianapolis St. Louis & Chicago a loss of \$32,000 on a gain of \$40,000; the Missouri Pacific a loss of \$29,000 on a gain of \$165,000; the Wabash a loss of \$202,000 on a gain of \$287,000; and Alton & Terre Haute main line a loss of \$31,000 on a gain of \$12,000, and branches a loss of \$19,000 on a gain of \$27,000. It will be noticed that with both the Missouri Pacific and the Wabash, but particularly the former, the loss this year is much smaller than the gain last July.

One other point the above table of cereal receipts discloses, and that is that the receipts of corn were heavier in July, 1883, than in July, 1882. That is natural, as the receipts come from last season's crop, which was much better than the previous season's, but that fact has a bearing upon the large earnings made by the Northwestern roads, referred to above. Those roads all carry more or less corn to Chicago, and it will be noticed that almost the entire gain in the movement of this cereal was made at that Lake port. Nevertheless, the receipts this year are small by the side of those for 1881. In the four weeks of that year Chicago received 9,822,230 bushels, or almost twice as much as in 1883. In the fact that the leading Northwestern roads all report larger earnings this year than in

1881, despite the falling off in the corn movement, we have an encouraging feature respecting the business of those roads.

As to other Western roads, the Chicago & Alton has an increase of \$13,000, after having gained \$26,000 last July. The Illinois Central on its Iowa lines gains \$7,000, but this is after a loss of \$31,000 in 1882. Hannibal & St. Joseph loses \$12,000, in addition to the loss of \$9,000 in 1882. The Lake Erie falls \$28,000 behind, which is all the more remarkable that this road lost \$18,000 last July, so that its earnings of \$77,913 in July, 1883, compare with \$124,459 in 1881. Ohio Central loses \$842 this year, but gained \$30,000 in 1882. Indiana Bloomington & Western records a small continuous increase, as do Ohio Southern, Scioto Valley, and Flint & Pere Marquette.

The Pacific roads all do better this month than in previous months. The Central Pacific shows a decrease of only \$53,000, and the Union Pacific a decrease of but \$32,000. As to the latter, it is to be said that the company suffered a large loss last year, while as to the former it may be remarked that there was a gain of over \$177,000 then. Northern Pacific reports a somewhat larger increase than in June. Atchison Topeka & Santa Fe figures have not yet come to hand, but we see it stated that the earnings of the road are about \$50,000 ahead of those for July, 1882.

Perhaps Southwestern and Southern roads make as favorable exhibits as any. The St. Louis & San Francisco loses \$38,593 of the \$66,280 gained in 1882, but it will be noticed that all the roads in what are called the Gould Southwestern system (leaving out of course the Wabash and the Missouri Pacific proper), record a large increase. In one or two cases these fell a trifle behind in 1882, it is true, but the earnings this year are exceptionally heavy all the same. Particularly is this so with reference to the Missouri Kansas & Texas, the St. Louis & Iron Mountain, and the Texas & Pacific. The latter gains \$158,000 this year, after having gained \$51,000 in July, 1882. It should be remembered, too, that on these roads we have now reached a period where there is no longer any heavy increase in mileage to record, as compared with the previous year. The movement of cotton is not very large at this season, but such as it is the following will enable one to determine its effect upon railroad earnings in the two years. It will be observed that Galveston, which received less than a thousand bales of cotton in July, 1882, received over 12,000 bales in July, 1883.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN JULY, 1883 AND 1882.

	1883.	1882.	Difference.
Galveston.....bales.	12,072	852	Inc.... 11,220
Indianola, &c.....	81	42	Inc.... 39
New Orleans.....	14,507	3,962	Inc.... 10,545
Mobile.....	572	1,515	Dec.... 943
Florida.....	21	4	Inc.... 17
Savannah.....	2,377	1,523	Inc.... 854
Brunswick, &c.....	864	2,761	Dec.... 1,897
Charleston.....	8	124	Dec.... 116
Port Royal, &c.....	112	157	Dec.... 45
Wilmington.....	55	25	Inc.... 30
Morehead City, &c.....	2,740	4,854	Dec.... 2,114
Norfolk.....	660	3,079	Dec.... 2,419
West Point, &c.....			
Total.....	31,069	18,893	Inc.... 15,171

After Galveston, New Orleans is the only port that exhibits much of a gain, and that enables the Southern line of the Illinois Central to report a small increase in earnings. At all other ports, except these two, the cotton movement was very small, and the aggregate of 34,069 bales this year, though it is 15,171 bales above last July, is 21,936 bales below that of July, 1881. Still, Southern roads almost without exception make an excellent showing. The gain on the Louisville & Nashville is \$75,000, which is certainly a large sum, considering that this comes on top

of a gain of \$246,000 last July, and considering further that this road carried quite a quantity of wheat to Louisville last year, which it probably lost to a great extent this year by reason of the difference in the crop conditions. Memphis & Charleston gains largely this July, but then it lost heavily last July, so that as between 1883 and 1881 there is very little difference in its earnings. The East Tennessee also makes a handsome increase, and here it is continuous. The road appears to be getting the benefit of its new extensions. Mobile & Ohio, too, improves on a year ago. The Richmond & Danville lines likewise, with an unimportant exception, record larger receipts than in 1882.

For the first seven months of the year our table below still shows considerable improvement over a year ago. There are thirteen roads (out of sixty-four) that fall behind their earnings of 1882, but the aggregate decrease on all these is only \$1,944,872, against which there is an increase on the remaining roads of \$15,052,006, leaving a net gain of \$13,107,134, or nearly 9 per cent. The circumstances affecting railroad earnings thus far in the year have been detailed in our articles from month to month, and we need not stop to repeat them now. The following gives the figures of individual roads.

GROSS EARNINGS FROM JANUARY 1 TO JULY 31.

Name of Road.	1883.	1882.	Increase.	Decrease.
	\$	\$	\$	\$
Burl. Cedar Rap. & No....	1,476,845	1,489,676		12,831
Canadian Pacific.....	2,761,112	1,175,259	1,585,853	
Central Iowa.....	679,797	637,738	41,059	
Central Pacific.....	13,520,899	14,232,619		711,720
Chesapeake & Ohio.....	2,134,334	1,715,906	417,428	
Eliz. Lex. & Big Sandy	376,864	251,137	125,727	
Chicago & Alton.....	4,507,567	4,136,750	370,817	
Chic. & Eastern Illinois.	913,421	964,121		50,696
Chicago & Gr. Trunk....	1,396,545	1,115,958	280,587	
Chicago Milw. & St. Paul	12,319,000	10,892,166	1,426,834	
Chicago & Northwest....	12,976,335	12,675,198	301,137	
Chic. St. P. Minn. & Omaha	2,761,835	2,584,123	177,715	
Chicago & West Mich....	871,917	831,587	40,230	
Cin. Ind. St. L. & Chic..	1,354,274	1,409,653		55,379
Cleve. Ak. & Col.....	294,414	274,916	19,498	
Denver & Rio Grande....	3,536,506	3,601,539		5,099
Des Moines & Ft. Des Moines	153,548	188,051		34,503
Detroit Lansing & No....	864,635	899,910		35,255
East Tenn. Va. & Ga....	2,134,424	1,646,232	488,192	
Evansv. & T. Haute.....	376,192	419,397		72,905
Flint & Pere Marquette..	1,413,086	1,200,670	212,416	
Florida Tran. & Penin....	272,663	227,921	44,742	
Grand Tr. of Canada....	9,745,780	8,976,375	769,405	
Green Bay Wm. & St. Paul	294,210	206,487	87,723	
Gulf Col. & Santa Fe....	1,003,255	581,919	421,336	
Hannibal & St. Joseph..	1,348,401	1,131,800	216,601	
Ill. Central (Ill. line)...	3,552,657	3,787,131		234,474
Do (Ia. leased lines)...	1,077,937	1,054,015	23,922	
Southern Division.....	2,183,877	1,779,005	404,872	
Indiana Bloom. & West..	1,603,130	1,355,781	247,346	
Little Rock & Fort Smith	277,481	221,357	56,124	
Little Rk. M. R. & Tex..	204,362	143,778	70,584	
Long Island.....	1,446,924	1,330,965	115,959	
Louisville & Nashville..	7,514,683	6,871,893	642,790	
Marq. Houghton & Ont.*	352,712	597,917		245,205
Memphis & Charleston..	633,119	560,941	92,178	
Milw. L. Shore & West'n.	517,150	476,536	70,614	
Missouri Pacific.....	4,777,294	3,949,587	827,707	
Central Branch.....	2,036,137	1,404,272	631,865	
Int. & Gt. North.....	2,036,137	1,714,164	321,973	
Mo. Kansas & Texas....	3,998,081	3,129,660	778,421	
St. L. Iron Mt. & So....	4,064,290	3,716,822	347,468	
Texas & Pacific.....	3,374,297	2,512,639	861,658	
Mobile & Ohio.....	1,102,215	1,014,121	88,094	
N. Y. & New Eng. and....	1,937,886	1,830,923	106,963	
Norfolk & Western.....	1,338,735	1,141,767	196,968	
Northern Pacific.....	4,316,754	3,353,384	963,370	
Ohio Central.....	571,527	543,377	28,150	
Ohio Southern.....	222,010	197,186	24,824	
Oregon Railway & Nav..	2,785,148	2,726,299	58,849	
Peoria Dec. & Evansville.	377,876	440,903		63,027
Richmond & Danville*..	1,833,506	1,774,518	58,988	
Charl. Col. & Ang....	1409,113	1347,502	61,611	
Col. & Greenville.....	1379,139	139,608	29,531	
Virginia Midland.....	1780,396	1690,765	89,631	
West. Nor. Carolina*..	1155,543	101,502	54,041	
St. L. A. & T. H. main line	754,446	742,085	12,361	
Do do (branches).....	439,361	463,875		24,514
St. Louis & Cairo.....	193,367	193,476		
St. Louis & St. Francisco	1,976,992	1,332,462	144,530	
St. Paul & Duluth.....	663,197	517,203	145,994	
St. Paul Minn. & Man....	4,525,304	4,184,329	40,979	
Scioto Valley.....	289,941	285,961	3,980	
Union Pacific.....	15,680,960	16,080,224		399,264
Total.....	159,125,465	146,018,334	13,107,131	
Net increase.....				1944,872

* Three weeks only of July in each year.

† Includes freight earnings only in July each year.

‡ January 1 to July 28.

Net earnings for June and the first six months of the year present an encouraging exhibit. The Pennsylvania statement for June, as our readers know, was unfavorable, but with this, and one or two minor exceptions, all the roads in our list have improved upon 1882. The Atchison

Topeka & Santa Fe is over a million dollars ahead on its own net earnings (wholly the result of a reduction in expenses) and gains \$135,000 besides on the Kansas City Lawrence & Southern line. The Chicago Burlington & Quincy increased its June net in the large sum of \$428,565, but as to this it should be said that the company lost heavily last June—no less than \$604,891—so that the present net figures are not quite up to those of June, 1881. For the first six months, however, the gain is as much as \$1,491,035, while in 1882 the loss was only \$267,931. The road is having a larger supply of corn traffic this year. The Reading figures this time embrace the Central of New Jersey. Leaving these out, the result is slightly against this year. Utah Central continues to make an unfavorable showing. Northern Central does well, as usual. Our table includes quite a number of Southern roads, and it will be noticed that almost without exception these record large gains. Among them may be mentioned the Chesapeake & Ohio, with its Elizabethtown Lexington & Big Sandy line, the Nashville Chattanooga & St. Louis, the Richmond & Danville lines, and the Norfolk & Western. The following gives the returns of all roads that will furnish monthly exhibits for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

NAME.	June.			Jan. 1 to June 30.		
	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Operating Expenses	Net Earnings
Atch. Top. & Santa Fe. 1883	\$ 119,107	\$ 49,522	\$ 69,585	\$ 674,041	\$ 333,709	\$ 340,332
Do do 1882	1,133,479	795,773	451,306	6,887,348	3,377,773	3,509,575
Kan. City Law. & So. 1883	114,978	60,445	54,533	601,951	344,801	257,150
Do do 1882	97,777	48,207	49,570	465,987	209,796	256,191
Burl. Cedar Rap. & No. 1883	216,614	159,351	57,263	1,280,856	323,744	957,112
Do do 1882	211,257	140,995	70,262	1,291,400	424,148	867,252
Central of Georgia. 1883	150,700	156,904	def 6,404	1,422,500	300,134	1,122,366
Do do 1882	138,754	152,394	def 23,840	1,292,535	357,791	934,744
Chesapeake & Ohio. 1883	322,845	206,754	114,091	1,706,859	585,763	1,121,096
Do do 1882	271,882	189,473	81,409	1,389,119	355,328	1,033,791
Chic. Burl. & Quincy. 1883	1,637,190	928,228	708,962	11,405,203	5,381,547	6,023,656
Do do 1882	1,437,164	921,041	516,123	9,155,415	3,890,512	5,264,903
Des Moines & Ft. D. 1883	22,669	20,815	1,854	136,407	18,433	117,974
Do do 1882	21,340	20,709	671	172,058	59,869	112,189
Eliz. Lex. & Big Sandy. 1883	50,022	34,780	15,242	316,027	196,471	119,556
Do do 1882	57,402	39,383	18,019	316,471	196,471	119,556
Houst. E. & W. Texas. 1883	21,083	9,371	12,312	145,445	87,895	57,550
Do do 1882	22,344	9,371	12,312	122,323	87,895	57,550
Nash. Chat. & St. Louis. 1883	170,661	86,803	83,768	1,101,980	440,752	661,228
Do do 1882	136,704	85,182	51,522	981,323	412,539	568,784
Norfolk & Western. 1883	302,610	119,531	183,079	1,209,434	501,369	708,065
Do do 1882	174,843	101,991	72,852	1,024,369	404,490	619,879
Northern Central. 1883	476,164	297,020	179,144	2,941,611	1,077,554	1,864,057
Do do 1882	405,819	306,907	98,912	2,587,711	822,877	1,764,834
Oregon & California. 1883	70,573	55,305	15,268	436,312	82,681	353,631
Do do 1882	70,573	55,305	15,268	436,312	82,681	353,631
Penn. (all lines east of Pitts. & Erie). 1883	4,156,871	2,977,729	1,179,142	24,352,579	8,518,826	15,833,753
Do do 1882	3,643,776	2,559,433	1,084,343	22,050,847	8,190,122	13,860,725
Phila. & Erie. 1883	403,751	224,391	179,360	1,943,288	692,119	1,251,169
Do do 1882	341,611	214,301	127,310	1,745,194	575,516	1,169,678
Philadelp'a & Reading. 1883	2,810,439	1,509,597	1,300,842	10,905,890	4,927,283	5,978,607
Do do 1882	1,714,739	941,345	773,394	6,531,400	3,814,989	2,716,411
Phila. & Read. C. & Iron. 1883	1,548,731	1,572,456	26,275	7,171,897	80,657	7,091,240
Do do 1882	1,303,253	1,232,475	70,778	6,272,361	259,135	5,993,226
Richmond & Danville. 1883	258,691	163,339	95,352	1,704,806	705,711	999,095
Do do 1882	220,982	169,397	51,585	1,074,018	453,707	620,311
Char. Col. & Augusta. 1883	41,954	40,067	1,887	383,779	171,959	211,820
Do do 1882	30,315	40,134	def 9,819	702,821	70,516	632,305
Columb. & Greenville. 1883	31,775	32,831	def 1,056	306,808	123,123	183,685
Do do 1882	31,840	42,390	def 10,550	335,497	51,710	283,787
Virginia Midland. 1883	131,313	90,448	40,865	729,257	263,542	465,715
Do do 1882	116,026	90,920	25,106	648,762	191,037	457,725
West. Nor. Carolina. 1883	23,241	18,948	4,293	146,361	36,116	110,245
Do do 1882	10,814	12,326	4,488	95,523	2,420	93,103
Rome Wat. & Ogdens. 1883	143,200	101,371	41,829	.....	.....	.....
Do do 1882	139,028	113,038	24,990	.....	.....	.....
Union Pacific. 1883	2,336,132	1,228,179	1,107,953	13,412,990	6,255,712	7,157,278
Do do 1882	2,508,453	1,159,374	1,349,079	13,780,224	5,978,058	7,802,166
Utah Central. 1883	70,829	45,723	25,106	574,480	290,877	283,603
Do do 1882	131,237	55,964	75,273	774,543	408,818	365,725
West Jersey. 1883	108,697	66,575	42,122	477,858	162,475	315,383
Do do 1882	94,148	55,323	38,825	415,240	109,587	305,653

NAME.	July.			Jan. 1 to July 31.		
	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Operating Expenses	Net Earnings
Oregon R'y & Nav. Co. 1883	\$401,351	\$229,500	\$171,851	\$2,785,148	\$1,280,031	\$1,505,117
Do do 1882	432,327	201,970	230,357	2,729,290	1,254,480	1,474,810

* Not including outlay for new rails, &c.
 + Includes Central Railroad of New Jersey earnings in June, 1883.

—“CONGESTED PRICES” is the suggestive title of a little book on financial panics, by Mr. M. L. Sudder, Jr. The author describes briefly the methods of making prices in stock and grain exchanges, and points out some curious analogies between the characteristics of price prophecies and weather prophecies, and disputes the popular belief that financial panics must occur periodically. The book discusses the nature of past panics and the elements of the present financial situation which might work out new panic. Among the causes which may produce new panic, the author discusses strikes and corners in grain and provisions. Janes, McClurg & Co., Chicago, are the publishers.

Monetary & Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—July 28.				EXCHANGE ON LONDON.			
On—	Time.	Rate.		Latest Date.	Time.	Rate.	
Amsterdam.	3 mos.	12 5/4	@ 12 5/4	July 28	Short.	12 1/4	
Amsterdam.	Short.	12 3/4	@ 12 3/4	July 28	Short.	12 1/4	
Antwerp.	3 mos.	25 3/5	@ 25 3/5	July 28	Short.	25 3/2	
Hamburg.	"	20 6/9	@ 20 7/2	July 28	"	20 5/2	
Berlin.	"	20 6/9	@ 20 7/2	July 28	"	20 5/2	
Frankfort.	"	20 6/9	@ 20 7/2	July 28	"	20 5/2	
Col. enliagen.	"	18 4/4	@ 18 4/8	.....	.....	.....
St. Petersburg.	"	23 3/8	@ 23 3/8	.....	.....	.....
Paris.	Short.	25 27 1/2	@ 25 27 1/2	July 28	Cheques	25 30 1/2	
Paris.	3 mos.	25 18 3/4	@ 25 18 3/4	July 28	Long.	25 30	
Vienna.	"	12 1/5	@ 12 1/4	July 28	Short.	12 00	
Madrid.	"	46 1/4	@ 46 1/4	.....	.....	.....
Genoa.	"	25 37 1/2	@ 25 62 1/2	July 28	Short.	25 25	
Lisbon.	"	51 7/8	@ 51 3/4	.....	.....	.....
New York.	.....	.....	.....	.....	.....	.....
Alexandria.	.....	.....	.....	July 25	3 mos.	96 7/8	
Bombay.	60 d'ys	18 7 3/4	@ 18 7 3/4	July 28	tel. trsf.	18 7 7/8	
Calcutta.	"	18 7 3/4	@ 18 7 3/4	July 28	tel. trsf.	18 7 7/8	
Hong Kong.	.....	.....	.....	July 28	4 mos.	38 7 7/8	
Shanghai.	.....	.....	.....	July 28	4 mos.	58 0 3/4	

[From our own correspondent.]

LONDON, Saturday, July 23, 1883.

The money market during the past week has been comparatively quiet, and even loans for short periods have been but little applied for, notwithstanding that a settlement has been in progress on the Stock Exchange. The settlement, however, as is usual at this period of the year, has been a light one. Besides that, the supply of mercantile paper also continues very limited, so that the trade demand for money is small. But the rates of discount are firm, the quotations for three months' bills being 3 1/4 @ 3 1/2. The quotation for short loans has been 3 @ 3 1/2 per cent on the best security. The Bank of England return is more favorable than had been anticipated, the proportion of reserve to liabilities having advanced from 41 1/4 per cent to 44 2/2 per cent. The supply of bullion has been augmented to the extent of £417,027, and there being a decrease of £188,585 in the circulation of notes, the total reserve has risen to the extent of £605,612. The supply of gold is now £22,576,486, against £23,344,419; while the reserve of notes and coin is £12,418,306, against £12,403,529 at this date last year. At this date in 1882 the proportion of reserve to liabilities was only 39%, the liabilities under the head of private deposits being as much as £27,462,081, while at the present time they are only £23,246,642. The private and joint-stock banks are evidently holding in their own vaults larger supplies of coin and have, in consequence, smaller balances at the Bank of England. This will prove to be more advantageous, as in times of pressure there will be less necessity for resorting to the Bank of England. A feature in this week's return is that "other securities" have been diminished to the extent of rather more than one million sterling. The re-payment of loans has been upon a very large scale of late. On July 4 the total of "other securities" was £25,656,496, but since then it has been reduced to £21,593,240, or to the extent of about £4,000,000, and it is rather more than one million less than at this date in 1882. The Bank of England is at present in a fairly satisfactory condition; but, as we must now expect the usual drain of coin for harvest purposes, any further improvement is somewhat doubtful. Abroad the principal feature has been the abstraction of a considerable amount of gold from the Bank of Holland, but the movement seems to have been chiefly in the direction of Germany.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Date.	Open Market Rates.						Interest Allowed for Deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.	7 to 14 Days.
		Three Months.	Four Months.	Six Months.	Three Months.	Four Months.	Six Months.			
		Months.	Months.	Months.	Months.	Months.	Months.			
June 22	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3	3	3 1/4 @ 3 1/4
" 29	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3	3	3 1/4 @ 3 1/4
July 6	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3	3	3 1/4 @ 3 1/4
" 13	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3	3	3 1/4 @ 3 1/4
" 20	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3	3	3 1/4 @ 3 1/4
" 27	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3	3	3 1/4 @ 3 1/4

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
Circulation	25,908,180	26,890,890	26,967,105	27,228,360
Public deposits	4,639,943	3,859,186	4,571,166	5,287,002
Other deposits	23,246,642	27,462,081	29,329,418	26,378,530
Government securities	11,965,613	14,349,471	15,885,393	15,545,921
Other securities	21,593,240	22,713,909	20,105,573	17,506,931
Res'v'e of notes & coin	12,418,306	12,403,529	15,039,445	16,774,527
Coin and bullion in both departments	22,576,486	23,314,419	26,256,550	29,002,887
Proport'n of reserve to liabilities	44.22	39.3	45.3	52.3
Bank rate	4 p. c.	3 p. c.	2½ p. c.	2½ p. c.
Consols	99½	100½	101½	98½
Eng. wheat, av. price	42s. 2d.	49s. 2d.	46s. 10d.	43s. 6d.
Mid. Upland cotton	57½d.	71½d.	61½d.	61½d.
No. 40 Mule twist	9½d.	10½d.	10½d.	11½d.
Clear-house return	94,787,000	92,420,000	91,415,000	82,257,000

A comparison of the present position of the Bank of England with the year 1879 shows some important changes. In that year the Bank was very strong, the supply of bullion being £35,694,093, while the reserve was £31,372,218. The proportion of reserve to liabilities was 56½ per cent; "other securities" were under £ 8,000,000, and the Bank rate was only 2 per cent. It must not be inferred from these figures that the country was then in a state of prosperity; on the contrary, the accumulation of unemployed money is indicative of the fact at that time existing that enterprise had almost ceased to exist. The complaints which are heard just now with regard to the slackness of business are very numerous, but at the same time a large amount of capital is being ventured in new undertakings. Furthermore, the list of dividends which we give below shows that although general business is disappointing, some very satisfactory profits have been realized, and it may, in some measure, be concluded that the complaints regarding trade have been exaggerated.

In reference to the state of the bullion market, Messrs. Pixley & Abell write as follows:

Gold.—There is no demand for gold, and all arrivals are purchased by the Bank of England, about £36,000 in bars and coin having been sent in. 100,000 sovereigns have been withdrawn for Lisbon.

The "Tamar," from the River Plate, brought £18,474; the "British Queen," from New Zealand, £21,000; and the "Lusitania," from Australia, £35,000. Some amount has also arrived from the Continent, but the whole, according to present indications, will ultimately be sold to the Bank of England. £3,000 was shipped to Bombay on the 17th inst. per P. & O. steamer "Brindisi."

Silver has fallen in value; the "Cordillera," from Chili, noticed by us last week, brought £30,800, sold on the 13th inst. at 507-16d. per oz. standard; the price has since receded to 505-16d., our quotation of this day, owing to lower exchanges from India, and to the reduced rate obtained for the India Council bills yesterday. The arrivals have been altogether unimportant. The Peninsular & Oriental steamer "Brindisi" took on 17th inst. £51,000 to Bombay and £55,000 to Calcutta.

Mexican Dollars.—The dollars by the French steamer "Ville de St. Nazaire," to which we alluded in our last circular, were sold on 13th inst. at 49½d. per oz., and this price has been maintained since. The "Caldera" has arrived with £27,000.

The shipments yesterday, per Peninsular & Oriental steamer "Rosetta," were—£12,000 to Penang, £60,000 to Singapore and £1,780 to Shanghai.

The quotations for bullion are reported as below:

	Price of Gold.			Price of Silver.	
	July 26.	July 19.		July 26.	July 19.
Bar gold, fine...oz.	s. d.	s. d.	Bar silver, fine...oz.	d. s.	d. s.
Bar gold, contain'g 20 dwts. silver...oz.	77 9	77 9	Bar silver, contain'g 5 grs. gold...oz.	50 5 16	50 5 16
Span. doubloons...oz.	77 10½	77 10½	Cake silver...oz.	50 11 16	50 11 16
S.Am. doubloons...oz.	73 9½	73 9½	Mexican dols...oz.	54 5 16	54 5 16
U.S. gold coin...oz.	73 8½	73 8½	Chilian dols...oz.	49½	49½
Ger. gold coin...oz.	76 3½	76 3½			

The Bank of Bengal has reduced its rate of discount from 6 to 5 per cent, and the Bank of Bombay from 7 to 6 per cent.

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	July 26.		July 19.		July 12.		July 5.	
	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.
Paris	3	2½	3	2½	3	2½	3	2½
Berlin	4	3½	4	3½	4	2½	4	3½
Frankfort	—	3½	—	3½	—	3½	—	3½
Hamburg	—	3½	—	3½	—	3½	—	3½
Amsterdam	3½	3½	3½	3½	3½	3½	3½	3½
Brussels	3½	3½	3½	3½	3½	3	3½	3
Madrid	5	4½	5	4½	5	4½	5	4½
Vienna	4	3½	4	3½	4	3½	4	3½
St. Petersburg	6	6	6	5½	6	5½	6	5½

The following new companies and minor loans have been advertised: Blumberg & Co., limited, capital, £100,000; the Granalite Glass Works, limited, capital, £100,000; Budapest Ice Company, limited, capital, £50,000; London Southern Tramways, £50,000; Australian and New Zealand Mortgage Company, £200,000 4½ per cent debenture stock, at 98 per cent; Law Land Company, limited, capital, £150,000; Norton Ventilator Company, capital, £80,000.

The Liquidators of Overend, Gurney & Co., limited, announce that a further return of five shillings per share will be made to the shareholders on August 1. The total amount returned will then be £573,350.

The following dividends have been declared during the month:

RAILWAYS.—London & Brighton, rate of 2 per cent; Manchester Sheffield & Lincolnshire, 1½ per cent; North & Southwestern Junction, 7 per cent; Southwestern, 3 per cent; London Tilbury & Southend, 3½ per cent; Northeastern, 7½ per cent; London Chatham & Dover arbitration preferences, £1 17s. 6d. for the half-year; North Staffordshire, 3½ per cent; London & Southwestern, 4½ per cent; Brazilian Imperial Central Bahia, 7 per cent; Long Island, 4 per cent.

BANKS.—Imperial Ottoman, 15 per cent per annum; London & Hanseatic, 5 per cent; Alliance, 7 per cent; Anglo-Foreign Banking Co., 5 per cent; Bank of Bengal, 10 per cent; Birmingham Banking Co., 10 per cent; Bristol & West of England, 12 per cent; City, 10 per cent; Imperial, 8 per cent; Lancashire & Yorkshire, 8s. per share; Liverpool Commercial, 19 per cent; Liverpool Union, 10 per cent; London Joint Stock, 15 per cent; London & Westminster, 15 per cent; London & Yorkshire, 5 per cent; National of Australasia, 14 per cent; North and South Wales, 10s. per share, and bonus of 7s. 6d.; North Western, 8 per cent; Union of London, 15 per cent; Bank of Madras, 8 per cent; Birmingham, Dudley & District, 12½ per cent; Birmingham & Midland, 15 per cent; Capital & Counties, 15 per cent; Central of London, 10 per cent; Consolidated, 10 per cent; Halifax Joint Stock, 12½ per cent; Imperial, 8 per cent; London & Southwestern, 6 per cent; Manchester Joint Stock, 11½ per cent; Provincial of Ireland, 12 per cent; Union of Spain and England, 6 per cent; Derby Commercial, 10 per cent; Lamington Previc & Warwickshire, 12½ per cent; London & Provincial, 12½ per cent; Manchester & County, 15 per cent; National, 11 per cent; National of New Zealand, 7 per cent; Union of Australia, 18 per cent per annum.

The Postmaster-General has issued the twenty-ninth annual report of the work of the Post Office. From this, it appears that the estimated number of letters delivered in the United Kingdom during the twelve months was 1,280,636,200, showing an increase of 4.2 per cent; the number of post cards, 144,016,200, an increase of 6.4 per cent; the number of book packets and circulars, 288,206,400, an increase of 6.3 per cent; and the number of newspapers, 140,682,600, being slightly less than last year. The decrease in newspapers may be attributable to increased facilities offered by railway companies for sending newspapers as parcels. The number of registered letters was 11,264,926, being an increase of 3.3 per cent. The number of post offices has been increased by 488, making a total of 15,406 in the United Kingdom, of which 920 are head offices. 770 letter-boxes have been added, making the total number of receptacles of all sorts for letters about 30,100. The Postmaster-General reports favorably of the progress of the savings banks. The amount due to depositors at the close of the year was upwards of 30 millions. The number of telegraph messages was 32,092,026, being an increase of 746,165 only as compared with 1,933,879 in 1881-82. This diminution in the rate of increase is partly to be accounted for by the fact that two Eisters, involving four holidays, occurred in the financial year. The postal order returns show a large increase. About £3,451,000, as compared with £2,000,000 in 1881-82, were transmitted by means of these orders within the year, and no less than 7,930,328 orders were used. The 1s., 5s., 10s. and 20s. orders continue to be most in request. The gross revenue of the Post Office for the year was £9,413,812. The expenditure was £6,352,064, the net revenue thus being £3,061,748, being a decrease of £38,727 on the previous year.

The weather during the past week has been dull and unsettled, and, in some parts of Scotland, the rainfall has been heavy; but, taken as a whole, it has not been very discouraging. The temperature has been decidedly low for this time of year, and yet the crops have been making fair progress towards maturity. A few acres of wheat have already been cut in early districts in Sussex, and by the end of the next week it may be expected that, if there should be an absence of prolonged rain, a moderate quantity of produce will be ready for carting. There is still reason for believing that the crops will be fairly satisfactory, and this belief is confirmed by the fact that the trade is quite devoid of animation. It is true, indeed, that prices have during this week risen 6d. to, in a few instances, 1s. per quarter; but this is an insignificant improvement, more especially when it is borne in mind that prices are very low. Our importations continue upon a large scale and stocks are accumulating. The shipment of oats from St. Petersburg to this country during the past week has been upon an extensive scale. Harvest work on the Continent has been making progress, but not very satisfactorily, owing to unsettled weather. It is expected that France will have to import largely during the coming season, the estimate on the London Corn Exchange being 8,000,000 quarters.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first forty-seven weeks of the season, compared with the three previous seasons:

IMPORTS.				
	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	60,575,053	53,832,334	52,530,066	52,586,273
Barley.....	15,091,756	12,297,502	10,341,313	12,026,741
Oats.....	13,789,001	9,944,905	9,617,945	13,266,527
Peas.....	1,953,030	2,043,996	2,229,620	1,933,810
Beans.....	2,850,351	1,891,724	2,369,750	2,545,745
Indian corn.....	21,433,188	21,240,744	32,661,681	26,658,102
Flour.....	15,237,574	9,103,439	11,397,610	9,319,873

SUPPLIES AVAILABLE FOR CONSUMPTION—47 WEEKS.				
	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	60,575,053	53,832,334	52,530,066	52,586,273
Imports of flour.....	15,237,574	9,103,439	11,397,610	9,319,873
Sales of home-grown produce.....	41,766,000	31,296,000	27,133,300	22,304,000

Total.....	117,578,627	94,231,773	91,055,406	84,210,146
Average price of English wheat for season.qrs.	41s. 9d.	46s. 9d.	43s. 5d.	46s. 2d.
Visible supply of wheat in the U. S.....bush.	18,200,000	8,900,000	15,600,000	11,000,000
Supply of wheat and flour afloat to U. K. qrs.....	1,641,000	1,963,000	2,397,000	.....

The extent of the sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales since harvest, together with the average prices realized, are shown in the following statement:

SALES.				
	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....qrs.	2,499,567	1,805,528	1,564,804	1,286,772
Barley.....	1,942,172	1,634,654	1,180,164	1,379,831
Oats.....	278,241	217,618	167,023	150,928

AVERAGE PRICES FOR THE SEASON (per qr.).

	1882-3.	1881-2.	1880-1.	1879-80.
	s. d.	s. d.	s. d.	s. d.
Wheat.....	41 9	46 9	43 5	46 2
Barley.....	32 9	31 4	32 3	35 0
Oats.....	21 7	21 8	23 9	23 4

Converting qrs. into cwt., the totals for wheat for the whole kingdom are as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....cwt.	41,766,000	31,296,000	27,123,300	22,304,000

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending August 10:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	507 1/8	.....	507 1/8	507 1/8	507 1/8	507 1/8
Consols for money.....	99 1/16	.....	99 1/16	99 1/16	99 1/16	99 1/16
Consols for account.....	99 1/16	.....	100 1/8	100 1/8	100 1/8	100 1/8
Fr'ch rentes (in Paris) fr.	80 1/2	.....	80 7/8	80 7/8	80 5/8	80 1/8
U. S. 4s of 1891.....	115 1/2	.....	115 1/8	115 1/2	115 1/8	115 1/8
U. S. 4s of 1907.....	122	.....	122	122	122	122
Chic. Mil. & St. Paul.....	106 1/2	.....	106	105 1/2	105 1/2	105 1/2
Erie, common stock.....	.....	.....	34 1/8	35	34 1/8	33 1/8
Illinois Central.....	.....	.....	134 1/2	134 1/2	133 3/4	134 1/4
N. Y. Ontario & West'n.....	24 1/2	.....	23 1/2	23 1/8	22 1/2	.....
Pennsylvania.....	59 1/2	.....	59 1/2	59 1/8	59 1/2	.....
Philadelphia & Reading.....	29	.....	28 1/2	28 1/2	28 1/2	28 1/2
New York Central.....	118 1/2	.....	118 1/2	119	118 1/2	.....

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.		s. d.	s. d.	s. d.	s. d.
Flour (ex. State)...100 lb.	12 0	.....	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 6	.....	8 6	8 7	8 7	8 8
Spring, No. 2, n. "	9 0	.....	9 0	9 0	8 11	8 11
Winter, West, n. "	8 1 1/2	.....	8 1 1/2	9 0	9 0	9 3
Cal., No. 1, " "	9 3	.....	9 3	9 3	9 5	9 6
Cal., No. 2, " "	9 0	.....	9 0	9 0	9 1	9 2
Corn, mix., West, n. "	5 3	.....	5 3 1/2	5 4 1/2	5 5 1/2	5 5
Pork, West, mess., @ bbl.	76 0	.....	76 0	76 0	76 0	76 0
Bacon, long clear, new.	40 0	.....	40 0	40 0	40 0	40 0
Beef, pr. mess, new, @ cwt.	78 0	.....	78 0	78 0	78 0	78 0
Lard, prime West, @ cwt.	45 0	.....	45 0	45 0	45 0	45 0
Cheese, Am. Best new.....	51 6	.....	51 6	51 0	50 0	50 0

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national bank has lately been organized:

3,021—The First National Bank of Independence, Kansas. Capital \$50,000. W. S. Brown, President; Wm. E. Otis, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$10,679,979, against \$5,430,860 the preceding week and \$11,737,265 two weeks previous. The exports for the week ended Aug. 7 amounted to \$7,682,849, against \$6,040,960 last week and \$7,782,292 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Aug. 2 and for the week ending (for general merchandise) Aug. 3; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods.....	\$3,561,485	\$3,346,197	\$2,700,818	\$3,103,116
Gen'l mer'dise.....	6,552,293	8,406,562	6,797,894	7,576,863
Total.....	\$10,116,778	\$11,752,759	\$9,498,712	\$10,679,979
Since Jan. 1.				
Dry goods.....	\$78,935,027	\$65,606,158	\$80,476,787	\$75,387,923
Gen'l mer'dise.....	225,024,553	192,931,315	223,162,741	201,573,637
Total 31 weeks.....	\$303,959,580	\$258,537,473	\$303,639,528	\$277,261,562

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Aug. 7, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	\$8,485,041	\$8,362,928	\$2,472,071	\$7,682,849
Prev. reported..	233,463,932	221,011,081	187,844,278	202,591,153
Total 31 weeks	\$241,948,973	\$229,374,009	\$196,316,349	\$210,274,002

The following table shows the exports and imports of specie at the port of New York for the week ending Aug. 4, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	.....	\$9,300	\$.....	\$1,955,779
France.....	.....	.....	.....	104,220
Germany.....	.....	.....	.....	2,066,007
West Indies.....	.....	20,080	3,373	736,726
Mexico.....	.....	.....	.....	77,335
South America.....	2,000	140,693	3,465	146,835
All other countries.....	.....	89,785	.....	18,236
Total 1883.....	\$2,000	\$259,768	\$6,838	\$5,105,138
Total 1882.....	509,009	33,351,815	9,200	652,949
Total 1881.....	.....	310,800	214,887	28,838,926
Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$312,000	\$7,698,159	\$.....	\$.....
France.....	.....	392,974	996	1,508
Germany.....	.....	.....	.....	246,230
West Indies.....	.....	43,276	13,600	250,420
Mexico.....	.....	.....	116,305	1,995,902
South America.....	30	5,750	1,346	94,965
All other countries.....	.....	3,744	.....	5,538
Total 1883.....	\$312,030	\$8,143,903	\$132,247	\$2,594,563
Total 1882.....	1,089,025	7,785,252	126,223	1,587,367
Total 1881.....	186,000	6,651,725	33,253	1,787,471

Of the above imports for the week in 1883, \$300 were American gold coin and \$2,064 American silver coin. Of the exports during the same time \$2,000 were American gold coin, and \$80 American silver coin.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
Aug. 4..	\$779,093 31	\$47,087 76	\$116,904,006 97	\$7,085,721 86
" 6..	2,963,958 94	2,754,890 82	116,978,251 44	7,220,545 51
" 7..	1,149,178 93	1,183,964 94	117,108,989 94	7,055,021 00
" 8..	2,101,525 19	2,340,272 24	117,165,102 52	6,770,161 37
" 9..	1,387,698 32	1,018,394 54	117,689,958 57	6,614,609 10
" 10..	895,633 82	835,251 86	117,660,633 96	6,654,235 67
Total ..	9,277,088 51	9,089,892 16	.....	.....

* Above payments include \$328,000 gold certificates taken out of cash, and sent to Washington.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.	Bonds.
400 Brooklyn City RR. Co. 215	14 Peter Cooper Ins. Co. 159
60 Continental Ins. Co. 229 @ 235 1/4	10 Patterson Stationery Co., (limited) 5
30 St. Western (Mar.) Ins. Co. 50	
140 Howard Insurance Co. 52	
50 Butchers' & Drovers' Bk. 153 1/2	
7 Sterling Fire Ins. Co. 51 1/2	\$50,000 Atlanta Hill Gold & Milling Co. 1st mortgage 6s due 1886.....9 @ 15 1/2
100 Safe Deposit Co. of N. Y. 109	
120 Rutgers Fire Ins. Co. 115	

Banking and Financial.

CALLED U. S. BONDS.

Holders of 3 1/2 per cent Bonds (all of which have now been called in) will find at our office superior facilities for exchanging their called bonds and re-investing the proceeds in Governments or other approved securities, and will be furnished with all accessible information to guide them in making their investments.

Called Bonds cashed at par and accrued interest, or received in exchange for other Governments or in payment for securities bought on orders.

Government Bonds bought and sold at current market prices *net*. All other marketable securities bought and sold on commission.

FISS & HATCH,

No. 5 Nassau Street, N. Y.

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Cleveland & Pitts. (quar.)	1½	Sept. 1	Aug. 11 to —
Det. Lan. & No., pref.	3½	Aug. 15	Aug. 7 to —
Do do com.	3	Aug. 15	Aug. 7 to —
Bank.			
Pacific (quar.)	2½	On dem.	—
Insurance.			
City Fire.	5	Aug. 13	—
N. Y. Fire.	4	On dem.	—
Miscellaneous.			
Bankers' & Merchants' Tel.	6	Sept. 10	Sept. 1 to Sept. 10

NEW YORK, FRIDAY, AUG. 10, 1883—5 P. M.

The Money Market and Financial Situation.—The public mind has continued disturbed by additional failures since those first reported in the leather trade over a week ago, the latest being those of a national bank and a trust company in Vermont and of a prominent national bank and a State bank in Indianapolis. It would, however, be too hasty to announce any of these four banks as having "failed" yet. That they have been seriously embarrassed is well known, but in each case there are grounds for the expectation that affairs may be so arranged as to permit of liquidation in full.

There have also been some apprehensions of something like a panic in the stock market the past week. It would be difficult to assign any particular cause for these latter apprehensions, except the general one of the distrustful attitude of capital toward all investments. This distrust itself creates a great part of the stuff on which it feeds. The failures and rumors of others have been a good deal magnified, as is always the case under such circumstances, though in the present situation it is thought that they have in some cases been exaggerated for the purpose of affecting the various markets.

Notwithstanding all these unfavorable phases of the situation, there are also some reassuring features. One of these is the fact that during the last year there has been a pretty general liquidation of mercantile indebtedness, and that present credits are based on lower valuations of all kinds of commodities. Besides this, the crop prospects continue good, railroad earnings large, and the outlook for a good domestic trade and a fair export demand for all our surplus products at moderate prices remains encouraging.

One cause why general mercantile trade at the West is somewhat below the usual volume at this season of the year, is that the movement of winter wheat is comparatively small. The crop was a partial failure, and the harvest was late; and though the loss will to some extent be made up by an increase of spring wheat, yet this latter kind of wheat does not make its influence felt till much later in the season.

The money market continues in an abnormally stagnant condition. Money has been superabundant for call loans, and at times offered at rates which scarcely justify the trouble of making the transactions and looking after the securities, though in the last few days there has been some appearance of an increased disposition to do nothing at all with money but keep it well in hand and available for use; and consequently call loans have commanded a somewhat better figure. There has unquestionably been a much closer scrutiny of mercantile paper than has been the case for years. But for such as bears this scrutiny, the rates remain unchanged at 4½ and 5½ for sixty days and four months double-name paper respectively, and from 5½ to 6 for single names.

The last statement of the New York national banks showed only slight changes, but these were in the direction of a more conservative condition, by the reduction of \$428,300 of the loans. This general conservatism, together with the stagnant condition of business, is also reflected by the fact that the surplus reserve was \$9,246,375, against only \$2,684,425 at the corresponding date of last year.

It is noticeable that the reports of the great European banks for the week show a loss of specie by all, viz.: the Bank of England lost £88,000, the Bank of France lost 20,000 francs in gold and 250,000 in specie, and the Bank of Germany 4,480,000 marks. It is presumed this outward movement of specie is in connection with the greater demands of their domestic trades. The reserve in the Bank of England, however, increased from 44½ per cent to 45½ per cent, the reserve being partly of specie and partly of Bank of England notes.

There has been no change in the Bank of England rate of discount, which remains at 4 per cent, though the latest advices indicate that the rates in the open market have approximated more closely than usual to the Bank rate. The rates of interest there continue to be much higher than in New York,

and this has an effect to sustain the New York rates for foreign exchange.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. Aug. 4	Differences from previous week.	1882. Aug. 5.	1881. Aug. 6.
Loans and dis.	\$326,822,000	Dec. \$128,300	\$335,324,600	\$350,624,800
Specie	63,158,400	Inc. 58,490	58,661,590	76,510,900
Circulation	15,640,900	Inc. 262,300	18,239,900	19,360,600
Net deposits	323,632,900	Inc. 117,000	320,083,900	347,342,700
Legal tenders	26,981,200	Dec. 122,500	21,044,900	16,060,000
Legal reserve.	\$80,823,225	Inc. \$29,250	\$80,620,975	\$86,835,675
Reserve held.	90,169,600	Dec. 64,100	82,705,400	92,570,900
Surplus	\$9,246,375	Dec. \$93,350	\$2,684,425	\$5,735,225

Exchange.—The market for sterling has been very quiet during the week, though there has been some increase in the export movement of grain, which has made a corresponding increase of commercial bills. On the other hand, there has been some drawing against recently-negotiated railway loans. These features, however, have not caused any change in rates for sterling, which on Friday were as follows, viz.: Posted rates, 4 84½ and 4 88. Actual rates: Sixty days, 4 83¼@4 83½; demand, 4 87@4 87¼; cables, 4 88; commercial bills, 4 82@4 82½.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

	August 10.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 83¼@4 84½	4 87	4 88
Prime commercial	4 82½@4 83	4 86	4 86½
Documentary commercial	4 82	4 82½	4 85½@4 86
Paris (francs)	5 22½@5 20½	5 19½	5 17½
Amsterdam (guilders)	30¼@40	40	40¼
Frankfort or Bremen (reichmarks).	91¼@94½	94½	95¼

United States Bonds.—Government bonds remain firm, with a further fractional advance on some of the issues. The 3s and the 4½s are ½ higher each.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Aug. 4.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.	Aug. 10.
5s, continued at 3½.	Q.-Feb.	112	112	112	112	112	112
4½s, 1891	reg. Q.-Mar.	112	112	112	112	112	112
4s, 1891	reg. Q.-Mar.	112	112	112	112	112	112
4s, 1907	reg. Q.-Jan.	119½	119½	119½	119	119½	119½
4s, 1907	coup. Q.-Jan.	119½	119½	119½	119	119½	119½
3s, option U.S.	reg. Q.-Feb.	103	103	103	103½	103½	103½
6s, cur'cy, 1895	reg. J. & J.	127	127	128	128	128	128
6s, cur'cy, 1896	reg. J. & J.	129	129	130	129	129	129
6s, cur'cy, 1897	reg. J. & J.	130	130	131	130	130	130
6s, cur'cy, 1898	reg. J. & J.	131	131	132	132	132	132
6s, cur'cy, 1899	reg. J. & J.	132	132½	132½	132½	132½	132½

* This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—The market for railroad bonds has reflected the prevailing disinclination to invest in any kind of securities. The business has been small, and the sales have in nearly all cases shown lower prices which, in some instances, indicate a disposition to sell out. The most business has been in West Shore & Buffalo 5s at 75, 73, 74, 73½, and Texas & Pacific (Rio Grande Division) 6s at 79, 76½, 78¼, 76, 76½. There was also a considerable business in Atlantic & Pacific incomes at 31, 24½, 24¾. Boston Hartford & Erie firsts are 5½ lower, at 21½. Peoria Decatur & Evansville incomes have declined to 40; Lake Erie incomes declined 5 per cent to 30, and the firsts, 3 to 95; Erie 2ds, 1¼ to 95½; Oregon Short Line 6s, 3¼ to 98; Bloomington & Western firsts, 3 per cent to 84 and 85; Texas & Pacific land grant incomes declined 2¼ to 57½; Chesapeake & Ohio currency 6s, 1 per cent to 47½; East Tennessee incomes 1½; Richmond & Danville debentures, 1¼; Rome Watertown & Ogdensburg 5s, ½; Oregon Improvement 1sts, 1¼.

State bonds have been entirely neglected.

Railroad and Miscellaneous Stocks.—There has been a continuous selling movement in the stock market during the week, which at times was almost panicky, and in fact would inevitably have run into a panic, if the large capitalists had not united on Thursday and Friday in sustaining their several specialties. The succession of disquieting events in the way of strikes and failures has increased the distrust which already prevailed to some extent, and caused a general selling movement on the part of smaller holders of stocks. Notwithstanding the support the market has received, the general decline has been important, ranging from ¾ to 5½ per cent on the active list, while among the specialties the decline has been from 1 to 10 per cent. The largest declines on the active list were Oregon & Transcontinental, 5½; Northern Pacific common, 3½, and the preferred 3½; Oregon Railway & Navigation, 4; Central Pacific, 4½; Canada Southern, 4; Reading, 3½; Wash. 5 and 3½; Lackawanna, 3½; Northwestern, 3¼; Erie, Kansas & Texas and Ohio & Mississippi each 3¼; Denver and Texas & Pacific, each 3; Omaha and Pacific Mail, 2½ each; Jersey Central and Missouri Pacific, 2½ each; Louisville & Nashville and Michigan Central 1½ each; Western Union, Union Pacific and St. Paul each 1½; Canada Pacific, 1½; Burlington & Quincy, Illinois Central and Lake Shore, each 1. The smallest declines were New York Central, ½ and Manitoba ¾. Among the specialties, Alton & Terre Haute declined 10 per cent; Lake Erie & Western, 4; Manhattan Beach, 3¼; New York & New England and Pullman Palace Car, 3½ each; Peoria Decatur & Evansville, 2¼; Rochester & Pittsburg, 1¼; and Long Island 1½.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING AUGUST 10, AND SINCE JAN. 1, 1883.

STOCKS.		DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares).		Range Since Jan. 1, 1883.		For Full Year 1882.	
		Saturday, Aug. 4.	Monday, Aug. 6.	Tuesday, Aug. 7.	Wednesday, Aug. 8.	Thursday, Aug. 9.	Friday, Aug. 10.			Lowest.	Highest.	Low.	High
RAILROADS.													
Atchafalpa & Santa Fe.				80 80	80	79 1/2	79 1/2	310	78 1/2	Feb. 17	84 1/2	Jan. 14	84 95 1/2
Boston & N. Y. Air Line.				80 80	80	79 1/2	79 1/2	310	78 1/2	Mar. 27	84 1/2	May 3	84 95 1/2
Burl. & O. R. & N. Y.				80 80	80	79 1/2	79 1/2	310	78 1/2	Mar. 27	84 1/2	May 3	84 95 1/2
Canadian Pacific.		56 1/2	56 1/2	55 1/2	55 1/2	55 1/2	55 1/2	21,955	54 1/2	July 19	63 1/2	May 3	63 1/2
Canada Southern.		54 1/2	55 1/2	54 1/2	53 1/2	54 1/2	51 1/2	15,158	51 1/2	Aug. 10	71 1/2	Jan. 19	44 73 1/2
Central of New Jersey.		87 1/2	87 1/2	86 1/2	85 1/2	85 1/2	84 1/2	27,305	84 1/2	Jan. 8	80	June 15	63 1/2
Central Pacific.		71 1/2	71 1/2	70 1/2	69 1/2	69 1/2	68 1/2	30,933	68 1/2	Aug. 10	88	Jan. 8	82 1/2
Chesapeake & Ohio.		17 1/2	16 1/2	16 1/2	16 1/2	16 1/2	15 1/2	7,690	16 1/2	Jan. 8	20 1/2	Jan. 8	20 1/2
Do 1st pref.		28 1/2	28 1/2	26 1/2	26 1/2	25 1/2	25 1/2	730	25 1/2	Jan. 8	35 1/2	Jan. 20	27 1/2
Do 2d pref.		20 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	1,099	19 1/2	Jan. 8	27 1/2	Jan. 22	21 1/2
Chicago & Alton.		123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	4,914	123 1/2	Feb. 20	137 1/2	Jan. 22	125 1/2
Chicago & Illinois.		103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	48,600	97 1/2	Feb. 20	107 1/2	Jan. 20	96 1/2
Chicago Milwaukee & St. Paul.		118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	1,166	118 1/2	Feb. 12	122 1/2	Jan. 19	114 1/2
Do pref.		128 1/2	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2	2,000	128 1/2	Feb. 12	140 1/2	Apr. 13	124 1/2
Chicago & Northwestern.		144 1/2	144 1/2	144 1/2	144 1/2	144 1/2	144 1/2	2,510	142 1/2	Feb. 12	152 1/2	Apr. 13	144 1/2
Chicago Rock Island & Pacific.		122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	1,715	121 1/2	Feb. 12	127 1/2	Jan. 5	122 1/2
Chicago St. Louis & Pittsburgh.		14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	437	14 1/2	Feb. 12	22 1/2	Apr. 21	14 1/2
Do pref.		43 1/2	43 1/2	44 1/2	44 1/2	44 1/2	44 1/2	4,720	43 1/2	Apr. 10	57 1/2	May 16	29 1/2
Chicago St. Paul Minn. & Om.		104 1/2	104 1/2	103 1/2	103 1/2	103 1/2	102 1/2	3,975	101 1/2	July 19	113 1/2	Jan. 5	97 1/2
Cleveland Col. Cinn. & Ind.		68 1/2	68 1/2	67 1/2	65 1/2	64 1/2	64 1/2	1,950	64 1/2	Aug. 9	84 1/2	Jan. 5	65 1/2
Cleveland & Pittsburgh, guar.		123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	208,300	123 1/2	Feb. 12	131 1/2	Jan. 26	133 1/2
Delaware Lackawanna & West.		36 1/2	36 1/2	36 1/2	35 1/2	34 1/2	33 1/2	83,362	33 1/2	Feb. 12	51 1/2	May 3	38 1/2
East Tennessee Va. & Ga.		8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	3,100	8 1/2	July 14	11 1/2	Apr. 13	8 1/2
Do pref.		17 1/2	17 1/2	17 1/2	16 1/2	16 1/2	16 1/2	2,000	16 1/2	Feb. 20	23 1/2	Apr. 14	15 1/2
Green Bay Winona & St. Paul.		7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	400	7 1/2	Mar. 8	10 1/2	Apr. 17	7 1/2
Hamilton & St. Joseph.		9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	138	9 1/2	Mar. 8	10 1/2	Apr. 17	7 1/2
Do pref.		92 1/2	95	93 1/2	92 1/2	95 1/2	92 1/2	94	92 1/2	Jan. 3	97 1/2	May 5	72 11 1/2
Harlem.		190	197	190	197	190	197	190	194	Apr. 13	200	Jan. 29	196
Houston & Texas Central.		131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	130	130	Jan. 13	130	Jan. 29	130
Illinois Central.		131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	130	130	Jan. 13	130	Jan. 29	130
Do leased line.		78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	Jan. 13	78 1/2	Jan. 29	78 1/2
Indiana Bloom'g & Western.		26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	Jan. 13	26 1/2	Jan. 29	26 1/2
Lake Erie & Western.		107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	Jan. 13	107 1/2	Jan. 29	107 1/2
Long Island.		80 1/2	80 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	Jan. 13	79 1/2	Jan. 29	79 1/2
Louisville & Nashville.		49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	Jan. 13	49 1/2	Jan. 29	49 1/2
Louisville New Albany & Chic.		43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	Jan. 13	43 1/2	Jan. 29	43 1/2
Manhattan Central.		83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	Jan. 13	83 1/2	Jan. 29	83 1/2
Do 1st pref.		83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	Jan. 13	83 1/2	Jan. 29	83 1/2
Do common.		45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	Jan. 13	45 1/2	Jan. 29	45 1/2
Manhattan Beach Co.		23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	Jan. 13	23 1/2	Jan. 29	23 1/2
Memphis & Charleston.		80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	Jan. 13	80 1/2	Jan. 29	80 1/2
Metropolitan Elevated.		87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	Jan. 13	87 1/2	Jan. 29	87 1/2
Michigan Central.		87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	Jan. 13	87 1/2	Jan. 29	87 1/2
Milwaukee L. S. & Western.		43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	Jan. 13	43 1/2	Jan. 29	43 1/2
Do pref.		23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	Jan. 13	23 1/2	Jan. 29	23 1/2
Minnesota & St. Louis.		50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	Jan. 13	50 1/2	Jan. 29	50 1/2
Do pref.		27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	Jan. 13	27 1/2	Jan. 29	27 1/2
Missouri Kansas & Texas.		99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	Jan. 13	99 1/2	Jan. 29	99 1/2
Missouri Pacific.		122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	Jan. 13	122 1/2	Jan. 29	122 1/2
Mobile & Ohio.		123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	Jan. 13	123 1/2	Jan. 29	123 1/2
Morris & Essex.		54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	Jan. 13	54 1/2	Jan. 29	54 1/2
Nashville Chattanooga & St. L.		115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	Jan. 13	115 1/2	Jan. 29	115 1/2
New York Central & Hudson.		109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	Jan. 13	109 1/2	Jan. 29	109 1/2
New York Chic' & St. L.		21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	Jan. 13	21 1/2	Jan. 29	21 1/2
Do pref.		95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	Jan. 13	95 1/2	Jan. 29	95 1/2
New York Elevated.		85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	Jan. 13	85 1/2	Jan. 29	85 1/2
New York Lack. & Western.		34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	Jan. 13	34 1/2	Jan. 29	34 1/2
New York Lake Erie & West.		26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	Jan. 13	26 1/2	Jan. 29	26 1/2
Do pref.		26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	Jan. 13	26 1/2	Jan. 29	26 1/2
New York & New England.		23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	Jan. 13	23 1/2	Jan. 29	23 1/2
New York New Haven & Hart.		23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	Jan. 13	23 1/2	Jan. 29	23 1/2
New York Ontario & Western.		16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	Jan. 13	16 1/2	Jan. 29	16 1/2
New York Susq. & Western.		38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	Jan. 13	38 1/2	Jan. 29	38 1/2
Do pref.		48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	Jan. 13	48 1/2	Jan. 29	48 1/2
Northern Pacific.		88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	Jan. 13	88 1/2	Jan. 29	88 1/2
Ohio Central.		32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	Jan. 13	32 1/2	Jan. 29	32 1/2
Ohio & Mississippi.		10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	Jan. 13	10 1/2	Jan. 29	10 1/2
Do pref.		10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	Jan. 13	10 1/2	Jan. 29	10 1/2
Ohio Trans. & Continental.		10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	Jan. 13	10 1/2	Jan. 29	10 1/2
Oregon Coast & Front.		15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	Jan. 13	15 1/2	Jan. 29	15 1/2
Peoria Decatur & Evansville.		56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	Jan. 13	56 1/2	Jan. 29	56 1/2
Philadelphia & Reading.		131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	Jan. 13	131 1/2	Jan. 29	131 1/2
Pittsburgh Ft. Wayne & Chic.		68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	Jan. 13	68 1/2	Jan. 29	68 1/2
Rich. & Allegh. & C. & C.		33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	Jan. 13	33 1/2	Jan. 29	33 1/2
Richmond & Danville.		17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	Jan. 13	17 1/2	Jan. 29	17 1/2
Richmond & West Point.		33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	Jan. 13	33 1/2	Jan. 29	33 1/2
Rochester & Pittsburgh.		17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	Jan. 13	17 1/2	Jan. 29	17 1/2
St. Louis Alton & Terre Haute.		80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	Jan. 13	80 1/2	Jan. 29	80 1/2
Do pref.		29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	Jan. 13	29 1/2	Jan. 29	29 1/2
St. Louis & San Francisco.		50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	Jan. 13	50 1/2	Jan. 29	50 1/2
Do pref.		30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	Jan. 13	30 1/2	Jan. 29	30 1/2
St. Paul & Duluth.		92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	Jan. 13	92 1/2	Jan. 29	92 1/2
Do 1st pref.		92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2					

* These are the prices bid and asked; no sale was made at the Board. † Ex-privilege. ‡ Ex-dividend of 17 per cent in cash.

STATE BONDS

RAILROAD BONDS

(Stock Exchange Prices)

† Coupons on since 1869

New York Local Securities.

Quotations in Boston, Philadelphia and Baltimore.

Bank Stock List.				Insurance Stock List.			
COMPANIES.				COMPANIES.			
Marked thus (*) are not National.	Par.	Bid.	Ask.	Par.	Bid.	Ask.	
America	100	154	160	American	50	145	155
Amer. Exchange	100			Amer. Exchange	50	145	155
Broadway	25			Bowery	25	155	163
Butchers & Drov's	25			Broadway	25	155	175
Central	100			Brooklyn	17	160	167
Chase	100			Citizens	20	110	120
Chatham	100			City	100	115	125
Chemical	25	2005		Clinton	100	117	125
Citizens	25			Commercial	50	80	90
City	100	250		Continental	100	235	240
Commerce	100		156 1/2	Eagle	100	240	250
Continental	100			Empire City	100	75	80
Corn Exchange	100			Exchange	30	90	100
East River	25			Farragut	50	115	120
Eleventh Ward	25			Firemen's	17	75	85
Fifth	100			Firemen's Trust	50	75	80
Fifth Avenue	100	800		Franklin & Emp.	100	115	120
First	100			German-American	100	195	210
Fourth	100	130		Germania	50	140	145
Fulton	30			Globe	50	115	120
Gallatin	100			Greenwich	25	260	290
Garfield	100	112		Guardian	100	60	65
German American	75	97		Hamilton	15	110	115
German Exchange	100			Hanover	50	133	137
Germania	100			Hoffman	50	115	120
Greenwich	25			Home	100	140	145
Hanover	100			Howard	50	60	70
Imp. & Traders	100			Importers & Trad's	50	85	90
Irving	50			Irving	100	125	130
Leather Manufacturers	100			Jefferson	30	120	130
Manhattan	50			Kings Cnty (Bkn.)	100	190	200
Marine	100			Knickerbocker	40	75	85
Market	100			Lamar	100	65	70
Mechanics	25			Leffell (Bklyn)	50	115	120
Mechanics & Traders	25	100		Lorillard	25	55	65
Mercantile	100	116	118	Manufact. & Build.	100	100	112
Mercantile	50	128		Mech. & Traders	25	114	120
Mercants' Exch.	100			Mechanics (Bklyn)	50	60	64
Metropolitan	100			Mercantile	50	90	100
Metropolitan	100			Mechanics	50	95	100
Murray Hill	100			Montauk (Bklyn.)	50	102	105
Nassau	100			Nassau (Bklyn.)	50	135	150
New York	100	150		National	50	85	92
New York County	100			N. Y. Equitable	35	145	160
N. Y. Nat. Exch.	100			N. Y. Fire	100	75	80
Ninth	100			N. Y. & Boston	100	4	6
No. 10 American	30			N. York City	100	10	15
North River	25	140		Niagara	50	140	160
Oriental	50	145		North River	25	103	108
Pacific	100	175		Pacific	25	165	170
Park	100	175		Park	100	150	160
People's	25	130		Par. Cooper	20	150	160
Phenix	20	103	106	People's	50	110	117
Produce	50			Phenix	50	137	140
Republic	100	132		Relief	50	55	60
St. Nicholas	100			Rent	100	115	120
Seventh Ward	100	105		Rutger	25	115	120
Second	100			Standard	50	100	105
Shoe & Leather	100			Star	100	60	70
State of New York	100			Stuyvesant	100	60	70
Third	100			Stuyvesant	25	120	126
Tradersmen's	40	115		Tradersmen's	25	65	70
Union	50	160		United States	25	127	132
United States	100			Westchester	100	120	126
Wall Street	100			Williamsburg City	50	200	220
West Side	100						

Gas and City Railroad Stocks and Bonds.
[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period.	Rate.	Date.	Bid.	Ask.
Brooklyn Gas-Light	25	3,000,000	Var's	5	May, '83	112	115
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	July, '83	70	77
Bonds	1,000	315,000	A. & O.	3 1/2	April, '83	105	110
Harlem	50	1,850,000	F. & A.	3	Feb., '83	105	110
Jersey City & Hoboken	20	750,000	J. & J.	7 1/2	July, '83	155	162
Manhattan	10	4,000,000	J. & J.	7	June, '83	212	215
Metropolitan	100	2,500,000	M. & S.	6	Aug., '83	187	189
Bonds	500	750,000	F. & A.	3		105	110
Mutual (N. Y.)	1,000	3,500,000	Quar.	2 1/2	July, '83	116	117
Bonds	1,000	1,500,000	M. & N.	4	April, '82	50	60
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	90	95
Scrip	Var's	700,000	M. & N.	3 1/2	May, '83	90	95
New York	100	4,000,000	M. & N.	5	May, '83	125	130
People's (Bklyn.)	10	1,000,000	J. & J.	7 1/2	July, '83	155	162
Bonds	1,000	375,000	M. & N.	3 1/2	May, '83	106	109
Central of New York	50	1,225,000	Var's	3	April, '83	90	95
Williamsburg	100	466,000	F. & A.	3	Feb., '83	85	90
Bonds	1,000	1,000,000	Quar.	1 1/2	Feb., '82	70	75
Metropolitan (Bklyn.)	100	1,000,000	J. & J.	7	June, '83	105	110
Municipal	100	3,000,000	M. & N.	5	June, '83	182	185
Bonds	100	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	250,000	J. & J.	6		75	80
Bonds		300,000	J. & J.	6		102	104

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

B'cker St. & Fult. F. - Stk	1,000	900,000	J. & J.	2 1/2	July, '83	23	26
1st mort.	1,000	694,000	J. & J.	7	July, 1900	108	112 1/2
Br'dway & 7th Av. - Stk	1,000	2,100,000	Q. - J.	2	July, '83	145	149
1st mort.	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City - Stock	10	2,000,000	Q. - F.	7 1/2	May, '83	212	215
1st mort.	1,000	300,000	M. & N.	3 1/2		102	110
Br'dway (Bklyn.) - Stock	100	200,000	Q. - J.	3	July, '83	190	200
Bklyn. Crosstown - Stock	100	400,000	Q. - J.	2	July, '83	150	155
1st mort. bonds	1,000	300,000	Q. - J.	7	1888	105	112
Buschway (Bklyn.) - Stk	100	1,000,000	J. & J.	2 1/2	July, '83	150	155
Cent. F.N. & E. Riv. - Stk	1,000	1,800,000	Q. - J.	2	July, '83	143	147
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St - Stk	100	650,000	F. & A.	2 1/2	Aug., '83	110	115
1st mort.	1,000	250,000	J. & J.	7	June, '83	104	107
Dry D.E.B. & Bat'y - Stk	100	1,200,000	Q. - F.	4	Aug., '83	262	275
1st mort., consol.	500 & c.	900,000	J. & D.	7	June, '93	114	117
Eighth Av. - Stock	1,000	1,000,000	Q. - J.	3	July, '83	240	245
1st mort.	1,000	1,050,000	J. & J.	7	June, '83	107	110
42d & Gr'd St. F. Y. - Stk	1,000	748,000	M. & N.	5	May, '83	230	235
1st mort.	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown - Stk.	100	600,000	J. & J.	3	July, '83	105	110
1st mort.	1,000	250,000	J. & J.	3	1923	103	108
Hous. W. St. & F. Y. - Stk	100	250,000	J. & J.	7	July, '94	110	112 1/2
1st mort.	500	500,000	J. & J.	7	July, '94	110	112 1/2
Second Av. - Stock	1,000	1,396,500	J. & J.	5	July, '83	200	210
3d mort.	1,000	150,000	A. & O.	7	April, '83	103	108
Consol.	1,000	1,050,000	J. & J.	7	June, '83	107	110
Sixth Av. - Stock	100	750,000	M. & N.	5	May, '83	240	250
1st mort.	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av. - Stock	100	2,000,000	Q. - F.	3	May, '83	265	275
1st mort.	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St. - Stock	100	600,000	J. & J.	7	May, '83	107	110
1st mort.	1,000	250,000	M. & N.	7	May, '93	110	113

* This column shows last dividend on stocks, but date of maturity of bonds.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.			BOSTON.		
Atch. & Topeka—1st, 7s.	119 1/2		Buff. Pitts. & W.—Gen. 6s		
Land grant, 7s.	110	113	Cam. & Ambow—6s, c. '89		
Atlantic & Pacific—6s	95 1/2	25	Mort., 6s, 1889.	110	110 1/2
Income	95 1/2		Cam. & Atl.—1st, 7s, c. '93		
Boston & Maine—7s.	111		2d, 6s, 1904.	103	112
Boston & Albany—7s.	111		Cons., 6 p. c., 1893.	103	112
6s.	111		Cam. & Burl. Co.—6s, c. '97.		
Boston & Lowell—7s.	111		Catawissa—1st, 7s, con. c.		
6s.	111		Chat. M., 10s, 1888.	113 1/2	
Boston & Providence—7s	116		New 7s, reg. & com.	115	
Burl. & Mo.—Ld. gr. 7s.	116		Chart's V.—1st, 7s, 1901		
Nebraska, 6s.	102	102 1/2	Connect'g 6s, cp., 1900-04		
Nebraska, 6s.	102	102 1/2	Cor. Couan & Ant. deb. 6s.		
Conn. & Passumpsic—7s.	116		Delaware—6s, reg. & cp. V.		
Connoton Valley—6s.	116		Del. & Bound Br.—1st, 7s.		
California Southern—6s.	108 1/2	109 1/2	East Penn.—1st, 7s, 1888		
East'n. Mass.—6s, new.	112		Easton & Amb'y—6s, 1920		
Fort Scott & Gulf—7s.	112		El & Wms'p't—1st, 6s, 1910		
K. City Lawr. & So.—6s.	113		5s, perpetuity.	98	90 1/2
K. City St. Jo. & C. B.—7s	75	80	Hart's 6s—1st, 6s, 1883.	115	119
Little R. & E.—7s, 1st	59	59 1/2	H. & B.T.—1st, 7s, c. 1890		
Mexican Central—7s.	93	97	Cons. 5s, 1895.	87 1/2	90
N. Y. & N. England—6s.	102 1/2		Ithaca & A.H.—1st, 6s, 1897		
N. Mexico & So. Pac.—7s	97 1/2		Jefferson & C., 6s, 1882-7s		
Oregon Short Line—6s.	97 1/2		2d, 6s, 1900.	134	
Ogden & L.Ch.—Con 6s			Leh. V.—1st, 6s, C. & R., '98		
Income			2d, 7s, reg., 1910.	123 1/2	
Os. Colony—7s.			Cons. 6s, c. 1903.	123	
Pueblo & Ark. Val.—7s.			N. O. Pac.—1st, 6s, 1920.	85	
Rutland—6s, 1st.	101 1/2		No. Penn.—1st, 6s, cp., '85	102 1/2	
Sonora—7s.	20	30	2d, 7s, cp., 1896.	119	
T. Chas. & S. L.—1st, 6s.	20	30	Gen. 7s, reg., 1903.	120	
Income			Gen. 7s, cp., 1903.	120	
Dayton Division			Debuture 6s, reg.	195	
Main line.			Norfolk & West—Gen. 6s		
Atchison & Topeka	79 1/2	79 1/2	Old City & Chic.—1st, 6s.	105 1/2	
Boston & Albany	183		Old Creek & J. & C., 1893	105 1/2	
Boston & Lowell	100		Pennsylv.—Gen. 6s, reg.	123 1/2	124
Boston & Maine	164	165	Gen. 6s, cp., 1910.	117	
Boston & Providence			Cons. 6s, cp., 1905.	117	
Cheshire, preferred			Cons. 6s, cp., 1905.	117	
Chic. & West Michigan	15		Pa. & N. Y. C.—7s, 1896.	125	
Cinn. Sandusky & Cleve.	101		7, 1906.	125	103 1/2
Connecticut River			Perkiomen—1st, 6s, cp., '87	103	103 1/2
Conn. & Passumpsic	87		Phil. & Erie—1st, 6s, 1897	111 1/2	
Connoton Valley	2		Cons. 6s, 1920.	103 1/2	104
Eastern Mass.			Cons. 5s, 1920.		
Eastern New Hampsh.			Phila. Nev't & N. Y.—1st		

RAILROAD EARNINGS.

Roads.	Latest Earnings Reported.	Jan. 1 to Latest Date.			
		1883.	1882.	1883.	1882.
Ala. & Gt. Southern	June.....	\$ 2,176	\$ 54,496	\$ 4,303	\$ 362,546
Atch. Top. & S. Fe	June.....	1,146,107	1,153,479	6,874,011	6,837,438
Bur. Ced. R. & N.	4th wk July	61,847	60,333	1,476,845	1,489,676
Canada Pacific	4th wk July	177,000	88,000	2,761,112	1,175,259
Central of Ga.	June.....	150,500	128,754	1,422,500	1,292,535
Central Iowa.	July.....	100,972	91,587	678,797	637,738
Central Pacific.	June.....	2,023,000	2,076,648	13,520,899	14,232,619
Chesap. & O.	July.....	336,475	316,787	2,133,334	1,715,906
Chicago & Alton	4th wk July	205,001	201,628	4,507,564	4,136,750
Chic. Bur. & Q.	June.....	1,937,916	1,437,164	11,405,263	9,135,615
Chic. & East. Ill.	4th wk July	34,616	50,460	913,423	964,121
Chic. & Gr. Trunk	Wk July 28	50,434	37,658	1,590,545	1,143,958
Chic. Mil. & St. P.	1st wk Aug	412,000	340,615	12,931,000	10,942,771
Chic. & Northw.	4th wk July	488,300	447,000	13,464,635	13,122,198
Ch. St. P. Min. & O.	4th wk July	143,941	130,753	2,761,838	2,588,123
Chic. & W. Mich.	4th wk July	185,390	25,955	871,817	831,587
Cin. Ind. St. & C.	July.....	217,130	217,130	1,354,274	1,354,274
Cincinnati South	June.....	208,266	188,835	1,156,074	1,180,387
Cin. Wash. & Balt.	4th wk July	41,557	34,921	856,581	710,194
Clev. Akron & Col.	4th wk July	16,037	13,149	294,414	274,916
Clev. Col. C. & Ind.	June.....	329,156	371,007	1,874,463	1,871,190
Compton Val.	3 wks July	24,439	.....	.....	.....
Danbury & Nor.	June.....	18,127	17,638	97,802	90,270
Den. & Rio Gr.	June.....	121,200	121,200	3,723,000	3,722,799
Den. & R. Gr. W.	1st wk Aug	12,500	.....	41,600	.....
Des Mo. & Ft. D.	3d wk July	6,951	5,591	153,518	188,051
Det. Lan. & No.	4th wk July	38,492	38,990	864,655	999,910
Dub. & Sioux C.	3d wk July	20,360	18,485	564,419	580,991
Eastern	June.....	300,637	284,662	1,637,666	1,503,591
E. Tenn. Va. & Ga.	June.....	298,134	236,339	2,134,424	1,646,232
Ellis. Lex. & N.	July.....	60,237	51,666	376,164	231,917
Evans. & P. H.	3d wk July	31,358	31,358	1,413,919	1,413,919
Flint & P. Marq.	4th wk July	53,913	46,956	1,474,046	1,200,670
Flor. Cent. & W.	June.....	26,512	27,456	198,285	200,448
Flor. Tr. & Pen.	3d wk July	6,471	5,811	272,663	227,921
Ft. W. & Denver.	3d wk July	8,500	.....	.....	.....
Grand Trunk	Wk July 28	319,556	304,307	9,745,780	8,976,375
Gr. Bay W. & N.	July.....	7,821	5,022	218,211	209,457
Gulf Coast & San. Fe	July.....	169,520	92,369	1,603,255	1,441,919
Hannibal & St. Je.	4th wk July	57,805	57,270	1,348,401	1,134,500
Hous. E. & W. Tex.	June.....	21,683	23,314	145,195	122,323
Illinois Cen. (Ill.)	4th wk July	149,100	163,951	3,552,657	3,787,131
Do (Iowa)	4th wk July	46,600	36,451	1,077,937	1,054,015
Do So. Div.	4th wk July	66,400	55,665	2,183,877	1,779,005
Ind. Bloom. & W.	4th wk July	66,663	68,268	1,605,130	1,355,784
K. C. Ft. S. & Gt. W.	July.....	31,958	31,958	691,931	465,687
K. C. Law. & So.	June.....	114,977	97,777	691,931	465,687
L. Erie & West'n	4th wk July	24,911	40,205	277,181	221,357
L. R. & Ft. Smith	July.....	30,661	27,358	277,181	221,357
L. R. M. Riv. & T.	July.....	24,003	17,755	204,362	133,778
Long Island.	1st wk Aug	96,049	92,513	1,542,951	1,423,478
Louis. & Nashv.	4th wk July	335,090	352,325	751,683	6,871,893
Mar. Hough. & N.	4th wk July	27,503	46,160	352,712	441,919
Memp. & Charl.	June.....	89,615	69,311	653,119	560,941
Mexican Cen.	3d wk July	24,503	.....	909,454	.....
Do No. Div.	3d wk July	4,601	.....	137,112	.....
Mexican Nat'l.	3d wk July	11,973	.....	416,861	.....
Mil. L. Sh. & West.	1st wk Aug	20,155	15,100	567,305	491,636
Min. & St. Louis	June.....	142,293	128,875	785,749	678,814
Missouri Pac.	4th wk July	251,737	269,605	1,677,294	3,948,137
Central Br'ch.	4th wk July	32,100	25,777	769,272	704,272
Int. & Gt. No.	4th wk July	85,011	77,237	2,036,139	1,714,164
Mo. Kan. & T.	4th wk July	188,633	159,017	3,908,081	3,129,660
St. L. Ir. M. & S.	4th wk July	189,891	169,380	4,064,290	3,746,822
Tex. & Pacific.	4th wk July	171,482	117,248	3,374,297	2,512,639
Whole System	4th wk July	919,437	815,115	19,026,349	15,493,145
Mobile & Ohio.	July.....	136,836	135,173	1,102,151	1,014,121
Nash. Ch. & O.	July.....	136,836	135,173	1,102,151	1,014,121
N. Y. & N. Eng'd	July.....	309,288	298,441	1,937,886	1,830,923
N. Y. Susq. & W.	June.....	88,152	61,673	465,493	308,658
N. Y. Pa. & Ohio	April.....	463,678	450,555	.....	.....
Norfolk & West.	3 wks July	128,901	116,748	1,335,335	1,141,707
Shenandoah V.	July.....	74,376	45,556	.....	.....
Northern Cen.	June.....	476,164	465,819	2,944,614	2,587,711
Northern Pac.	4th wk July	284,000	223,893	4,316,754	3,353,884
Ohio Central.	4th wk July	39,499	39,499	571,527	543,377
Ohio & Miss.	May.....	319,118	315,310	.....	.....
Ohio Southern.	4th wk July	9,959	9,018	222,010	197,486
Oregon & Cal.	June.....	79,573	.....	436,212	.....
Oregon Imp. Co.	May.....	374,686	267,339	1,459,402	1,229,866
Oregon R. & N. Co.	July.....	461,350	432,327	2,785,148	2,726,299
Pennsylvania	4th wk July	1,156,871	1,093,756	24,362,578	22,650,919
Peo. Dec. & Eve.	4th wk July	34,108	34,108	1,943,238	1,725,164
Philadelph. & Erie	June.....	348,771	341,614	1,943,238	1,725,164
Phila. & Read.	June.....	2,810,489	1,714,730	10,965,860	9,531,496
Do C. & Iron	June.....	1,548,731	1,303,253	7,171,807	6,272,393
Rich. & Danv.	3d wk July	141,700	135,200	1,883,506	1,774,518
Ch. Col. & Aug.	3d wk July	16,413	15,557	409,113	347,502
St. Paul & Gr.	3d wk July	14,245	15,350	379,139	344,608
Val. Midland.	3d wk July	112,836	117,420	1,104,973	690,765
West No. Car.	3d wk July	12,481	12,403	155,543	101,502
Rome Wat. & O.	June.....	113,206	138,028	.....	.....
St. L. Alt. & T. H.	4th wk July	35,264	40,303	754,446	742,085
Do (brehs).	4th wk July	18,210	26,175	439,361	463,875
St. Louis & Cairo	4th wk July	8,796	8,884	208,160	204,160
St. L. & San Fran.	4th wk July	101,146	112,766	1,976,992	1,832,462
St. Paul & Ind.	4th wk July	43,157	29,754	663,197	517,203
St. P. Minn. & M.	4th wk July	190,791	227,080	4,525,308	4,154,329
So. Pac. Cal. N. D.	March.....	79,769	80,528	238,803	222,665
Do So. Div.	March.....	414,436	302,030	994,095	968,515
Do Arizona.	March.....	245,923	203,305	587,706	680,697
Do N. Mex.	March.....	79,635	60,234	185,553	149,301
Scioto Valley.	July.....	47,526	45,462	289,941	285,961
South Carolina	June.....	63,256	60,574	633,265	578,322
Tol. An. & G. T.	June.....	2,268,000	2,300,000	15,680,930	16,080,224
Union Pacific.	July.....	79,829	131,237	574,480	774,513
Utah Central.	June.....	27,882	26,861	232,982	214,905
Vicksburg & Mer.	June.....	417,976	518,668	.....	.....
Wab. St. L. & P.	4th wk July	108,697	94,448	477,558	415,240
West Jersey.	June.....	70,698	.....	.....	.....
Wisconsin Cent.	3 wks July	70,698	.....	.....	.....

* Since June 1st in 1883 includes earnings of Cent. R.R. of New Jersey.
† Freight earnings. ‡ Included in Central Pacific earnings above.

Coins.—The following are quotations in gold for various coins:

Sovereigns.....	\$4 85	@ \$4 89	Silver 1/2 and 1/4s.....	99 1/2	@ par.
Napoleons.....	3 85	@ 3 90	Five francs.....	92	@ 95
X Reichmarks.....	4 74	@ 4 78	Mexican dollars.....	85 1/2	@ 86
X Guilders.....	3 96	@ 4 00	Do uncommenced.....	85	@ 86
Span'n Doubloons.....	15 50	@ 15 65	Peruvian soles.....	79	@ 80
Mex. Doubloons.....	15 50	@ 15 65	English silver.....	4 78	@ 4 84
Fine silver bars.....	1 10 1/2	@ 1 10 3/4	Prus. silv. thalers.....	68	@ 70 1/2
Fine gold bars.....	par	@ 1 10 3/4	U. S. trade dollars.....	85	@ 87
Dimes & 1/2 dimes.....	99 1/2	@ par	U. S. silver dollars.....	99 1/2	@ par.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Aug. 4:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
New York.....	2,000,000	9,520,000	1,680,000	645,000	9,145,000	486,000
Manhattan Co.	2,050,000	7,067,000	1,017,000	445,000	5,701,000	281,700
Merchants.....	2,000,000	7,772,500	1,407,300	679,900	7,373,000	344,600
Mechanics.....	2,000,000	7,649,500	1,087,000	1,081,000	7,019,400	.....
Union.....	4,000,000	14,500,000	2,400,000	1,000,000	11,100,000	.....
America.....	3,000,000	9,979,500	1,599,000	573,100	7,011,100	.....
Phoenix.....	1,000,000	3,184,700	702,000	147,500	2,935,000	285,600
City.....	1,000,000	7,808,200	479,400	503,000	10,469,800	1,100
Tradescant.....	1,000,000	3,065,400	425,800	70,500	2,568,100	690,000
Fulton.....	600,000	1,596,900	405,800	88,400	1,380,100	.....
Chemical.....	300,000	12,843,500	3,434,000	505,300	12,990,000	.....
Merchants' Ex.	1,000,000	8,299,700	282,300	411,300	7,758,800	281,700
Gallatin Nat'l.	1,000,000	4,450,500	628,900	170,800	3,650,900	789,000
Butchers' & Dr.	300,000	1,871,000	307,000	64,800	1,605,500	252,800
Mechanics & Tr.	200,000	673,000	208,000	96,000	1,061,000	45,000
Mechanics' Ex.	200,000	673,000	208,000	96,000	1,061,000	45,000
Leather Man's	400,000	3,112,300	295,000	374,000	2,469,500	524,300
Seventh Ward.	300,000	1,304,300	261,300	180,800	1,496,400	16,900
State of N. Y.	860,000	3,082,100	583,300	171,200	5,522,200	.....
American Exch.	5,000,000	12,638,000	1,645,000	1,735,000	11,658,000	.....
Commerce.....	5,000,000	16,821,100	3,659,500	1,639,000	12,849,100	951,500
Broadway.....	1,000,000	5,945,500	863,200	282,800	4,702,900	100,000
Marquette.....	1,000,000	6,815,700	1,264,400	177,500	5,373,800	71,700
Pacific.....	422,700	2,580,400	469,700	148,400	2,705,300	.....
Republic.....	1,500,000	4,701,900	535,000	341,800	3,808,900	360,000
Chatham.....	450,000	3,487,500	741,000	296,500	3,819,400	45,000
People's Ex.	200,000	1,591,400	66,700	143,900	1,778,900	5,100
North America.	700,000	2,990,400	359,500	357,700	3,159,800	.....
Hanover.....	1,000,000	8,648,200	1,473,000	1,032,300	9,175,000	90,000
Irving.....	300,000	3,159,700	388,000	411,900	3,038,000	401,700
People's Ex.	500,000	1,793,300	1,793,300	143,900	2,119,000	2,119,000
Citizens.....	600,000	2,397,000	402,900	219,800	2,592,600	307,900
Nassau.....	500,000	2,283,000	155,000	172,100	2,416,200	.....
Market.....	500,000	2,894,700	130,000	130	2,764,700	.....
St. Nicholas.....	500,000	2,229,000	158,500	67,300	1,770,600	.....
Shoe & Leather.	500,000	2,673,000	610,000	203,000	3,215,000	450,000
Corn Exchange.	1,000,000	4,016,800	692,000	206,000	3,970,800	4,600
American Ex.	2,000,000	6,099,800	1,351,500	912,000	4,836,300	1,700,000
Oriental.....	300,000	2,071,100	101,300	297,100	1,951,100	.....
Marine.....	400,000	3,000,000	1,000,000	334,000	4,077,000	270,000
Exporters' & Tr.	1,000,000	18,719,000	3,600,000	1,600,000	16,519,000	1,300,000
Importers' & Tr.	2,000,000	19,999,200	3,850,200	1,570,900	23,679,300	45,000
Wall St. Nat'l.	500,000	1,726,200	313,000	105,600	1,104,900	.....
North River.....	240,000	1,406,000	20,000	291,000	1,576,000	.....
St. N. Y. Nat'l.	1,000,000	1,188,000	200,000	100,000	234,000	.....
Fourth Nat'l.	3,200,000	15,808,900	4,991,500	1,499,500	18,481,200	391,000
Central Nat'l.	2,000,000	7,762,000	995,000	1,304,000	8,504,000	297,000
Second National	300,000	3,294,000	688,000	390,000	3,583,000	45,000
Third National	300,000	3,291,000	688,000	390,000	3,583,000	45,000
First National	500,000	15,319,000	3,550,900	742,900	16,079,000	48,300
Third National	1,000,000	5,212,000	909,200	708,000	5,615,400	.....
Y. Nat'l. Exch.	200,000	1,829,000	200,000	100,000	2,129,000	.....
Banc' Nat'l. Ex.	250,000	1,873,400	217,300	230,300	1,785,100	271,000
N. York County.	200,000	1,761,000	17,800	551,800	2,101,200	180,000
German Am'cn.	750,000	2,470,900	200,100	102,300	2,127,300	.....
German Nat'l.	1,000,000	1,231,000	100,000	100,000	1,031,000	45,000
Fifth Avenue.	100,000	2,485,000	353,200	110,300	2,121,600	.....
German Exch.	300,000	1,817,200	64,000	23,000	2,063,800	.....
Germania.....	200,000	1,733,200	100,000	100,000	1,533,200	.....
St. Nat'l. Ex.	500,000	5,089,400	1,012,300	281,000	5,390,400	449,000
Lincoln Nat'l.	300,000	1,372,400	337,700	132,100	1,617,200	45,000
Garfield Nat'l.	300,000	834,700	49,500	83,000	672,400	180,000
Total.....	61,182,700	320,832,000	63,188,400	26,981,200	323,692,000	15,640,900

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the *Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies*. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

ANNUAL REPORTS.

From advance sheets of the forthcoming volume of that valuable work, Poor's Railroad Manual, which will probably be ready for delivery the coming week, the following annual reports have been taken. No reports of these companies for the years given have elsewhere been published:

Louisville New Albany & Chicago.

(For the year ending Dec. 31, 1882.)

Line of Road.—New Albany, Ind., to Michigan City, Ind. 283
Chicago Division: Indianapolis, Ind., to Hammond, Ill. 1.8—446 miles.

Organized as the L. N. A. & C. RR. Co. January 25, 1847; road opened July 4, 1852. Sold under foreclosure, December 27, 1872, and purchased in behalf of the 1st mortgage bondholders, by whom it was reorganized under present title. On the 10th of July, 1881, the Chicago & Indianapolis Air Line RR. Co., which was a reorganization in 1880 of the Indianapolis Delphi & Chicago, was consolidated into this company. Under the charter of this company the road was completed during the past year between Indianapolis and Hammond. In the consolidation the company issued \$1,500,000 of stock and \$2,300,000 of bonds in exchange for the stock and bonds of the Air-Line road, and also declared a scrip dividend of 15 per cent on the \$3,000,000 stock of the original company. Toward the close of the year the company made a contract with the Pennsylvania RR. Co., under which that company agreed to double-track its road between the junction with the L. N. A. & C. RR. and the Louisville bridge, and to lease to this company trackage privileges over the same for 99 years at an annual rental of \$3,500.

Operations for year ending December 31, 1882.—Trains run (passenger, 450,935; freight, 627,747, 1,078,682 miles. Total engine service, 1,116,242 miles. Passengers carried one mile, 10,979,083. Freight moved, 764,661; moved one mile, 103,477-448 tons.

Earnings.		(288 miles.)		Expenditures.	
From passengers.....	\$291,164	Operating expenses.....	\$391,272		
From freight.....	1,022,292	Taxes.....	18,265		
From mail and express.....	59,222				
Miscellaneous.....	10,296				

Total (\$4,500 per mile) \$1,382,974 Total (\$3,505.34 per m.) \$1,009,537
Net earnings (25.68 per cent) \$355,172. Payments: Rentals, \$98,035; interest, \$318,000; other, \$25,000—total, \$441,035. Deficit, \$85,863.

Financial statement Dec. 31, 1882.—Capital stock, \$5,000,000; funded debt, 1st mortgage 6 per cent 30-year bonds on main line, dated July 1, 1880, interest January and July, \$3,000,000; 1st mortgage 6 per cent gold bonds on Chicago & Indianapolis branch, dated August 10, 1881, due August 1, 1911, interest payable in New York January and July, \$2,300,000; bills payable, \$488,654.62; current accounts, \$238,512.70; profit and loss, \$210,673.13—total, \$11,237,840.45. Contra: Cost of road, \$10,209,534.76; materials and fuel, \$64,626.16; other property and assets, \$752,635.96; current accounts, \$155,415.10; cash, \$55,628.47.

Directors (elected Feb. 15, 1883):—John J. Astor, E. H. Green, J. A. Garguilo, R. G. Rolston, R. L. Kennedy, H. V. Newcomb, W. Whitwright, Samuel Sloan, New York City, Isaac Caldwell, E. D. Standford, R. S. Veech, Bennett H. Young, Louisville, Ky.; Robert R. Hitt, Illinois. Bennett H. Young, President and General Manager, Louisville, Ky.; R. G. Rolston, 1st Vice-President, New York, N. Y.

Columbus Hocking Valley & Toledo Railway.

(For the year ending Dec. 31, 1882.)

Line of road, Toledo, O., to Pomeroy, O.....	257.00 miles.
Athens: Logan to Athens.....	26.00
Straitsville: Logan to Straitsville.....	13.00
Nelsonville: Straitsville to Nelsonville.....	17.00
Branches: M. C. June, to Murray City.....	4.50
Other branches.....	6.00—67.00 "

Total length of lines operated.....3,400 miles.

Consolidation, August 20, 1881, of the Columbus & Hocking Valley RR., the Columbus & Toledo RR. and the Ohio & West Virginia RR.

Operations for year ending December 31, 1882.—Cars run (passenger and baggage, 1,762,883; freight, 33,698,318, 35,371,201 miles. Total engine service, 2,597,815 miles. Passengers carried, 667,551; carried one mile, 17,495,682. Freight moved, 2,602,232; moved one mile, 252,827,715 tons.

Earnings.		Expenses.	
From passengers.....	\$435,683	For maintenance of way, &c.....	\$175,753
From freight.....	2,270,719	For rolling stock.....	313,376
From mail and express.....	43,999	For transportation.....	767,779
Miscellaneous.....	116,936	Miscellaneous.....	195,835

Total (\$8,910.30 per mile) \$2,886,437 Total (\$5,405.37 per mile) \$1,752,731

Net earnings (39.28 p. c.) \$1,133,702. Payments: Interest on bonds, \$866,060; interest on debt, \$27,597; rentals, \$22,787; other payments, \$793—total, \$917,337. Surplus, \$216,465.

GENERAL BALANCE SHEET DECEMBER 31, 1882.

Cost of road.....	\$14,413,799	Capital stock.....	\$10,316,500
Equipment.....	3,187,840	Funded debt.....	14,658,000
Real estate and building.....	315,055	Bills payable.....	495,324
Stocks and bonds.....	8,009,920	Current accounts.....	314,288
Materials and fuel.....	213,557	Other liabilities.....	1,131
Docks & terminal property, Toledo.....	502,341	Lease warrants.....	1,132,617
Car & locomotive trusts.....	1,102,617	Bond interest accrued.....	133,333
Bills and accounts.....	19,165	Coupons not presented.....	8,147
Cash on hand.....	32,260	Profit and loss.....	929,614

Total assets.....\$27,967,454

Total liabilities.....\$27,967,454

Statement of operations, income, etc., for two years:

	1881.	1882.
Miles of railroad.....	322.50	324.00
Passenger miles.....	16,134,712	17,495,682
Freight (tons) moved.....	2,309,123	2,602,232
Coal, included in freight.....	1,514,221	35,371,201
Gross earnings.....	\$2,519,794	\$2,886,437
Operating expenses.....	1,329,137	1,752,734
Net earnings.....	\$1,190,657	\$1,133,703
Interest on bonds.....	\$320,887	\$866,060
Interest on debt.....	12,650	27,597
Dividends on stock.....	23,337	22,787
Rental.....	533,783	216,465
Balance—credit.....	7,813.31	8,910.30
Gross earnings per mile.....	4,121.35	5,409.67
Gross expenses per mile.....	3,691.96	3,500.63
Net earnings per mile.....	52.75 p. c.	60.72 p. c.
Expenses to earnings.....	2.57 c.	2.60 c.
Average rate per passenger per mile.....	0.81 c.	0.83 c.

Of the \$14,500,000 consolidated mortgage bonds authorized, \$6,500,000 are deposited with Central Trust Co. to redeem outstanding issues.

Directors (elected January, 1883).—M. M. Greene, Columbus, O.; S. Burke, Charles Hickox, W. J. McKinnie, Chas. G. Hickox, Cleveland, O.; C. H. Andrews, Youngstown, O.; J. W. Ellis, New York, N. Y.; M. M. Greene, President, Columbus, O.

Ohio Central Railroad.

(For the year ending Dec. 31, 1882.)

Line of road.—Toledo, O., to Charleston, W. Va.315.0
Columbus Branch: Hadley Junction to Columbus.....29.7
Mineral Division: South Shawnee to Corning.....20.0—364.7 miles.

Included in line as above are 4.30 miles of the P. C. & St. L. Ry., from Columbus to Alum Creek, and 11.60 miles of C. & M. V. Ry., from Bremen to New Lexington, which are used under trackage contracts.

On Nov. 1, 1880, the road was open from Toledo to Corning, and from Hadley Junction to Columbus, a total distance of 212.4 miles. On the 31st of December, 1882, the main line had been extended to a junction with the Columbus Hocking Valley & Toledo Railroad, 231.66 miles, and there had also been constructed under the charter of the Atlantic & Northwest Railroad Co., which was consolidated into this company in January, 1882, a line in West Virginia from Point Pleasant to Charleston, 57.6 miles. These extensions, together with the switch branch to Buckingham, made the total length of road owned and completed on Dec. 31, 1882, 324.47 miles, as follows: main line, 231.66 miles; Columbus Branch, 24.37; Buckingham Switch, 11.11; West Virginia Division, 57.60 miles. In Jan., 1881, the company purchased the stock of the Ohio Central Coal Co., and for this purpose increased its capital stock from \$4,500,000 to \$12,300,000.

For the year ending Dec. 31, 1882, the earnings on the main line and branch (269.7 m.) were as follows: From passengers, \$96,081; freight, \$871,052; mail and express, \$14,523; other, \$70,550; total, \$1,052,207. Operating expenses: Maintenance of way, \$166,833; rolling stock, \$105,302; transportation, \$327,520; miscellaneous and taxes, \$94,955; total (66.01 p. c.), \$694,611. Net earnings, \$357,596. Payments: Rentals leased lines, \$18,000; interest on funded debt, \$369,800; total, \$387,800. Deficit, \$30,203.

Financial statement Dec. 31, 1882.—Capital stock (issued for construction, \$4,500,000; for purchase of coal stock, \$7,500,000), \$12,000,000; funded debt, \$9,290,500; bills payable, \$81,812; current accounts, \$250,912; profit and loss, \$450,013; total, \$22,785,904. Contra: Construction, \$11,453,427; equipment, \$2,556,488; docks and terminal facilities at Toledo, \$490,282; stocks and bonds owned, \$7,500,000; materials and fuel, \$64,612; other assets, \$339,746; current accounts, \$357,409; cash on hand, \$23,933.

In addition to the old funded debt in first mortgage and income bonds there are the Toledo Terminal 1st mortgage 6 per cent bonds, due July 1, 1920, \$600,000; car trust certificates, No. 1, 8 per cent, dated Sept. 1, 1880, \$360,000, interest payable March and September, principal in \$20,000 semi-annual installments; car trust certificates, No. 2, 8 per cent, dated March 1, 1882, interest March and September, principal 10 per cent March 1, 1884, and 10 per cent annually, \$1,750,500.

On the River Div (extending from Corning, O., to Charleston, W. Va., 150 miles), which is not included in the foregoing statements, it being as yet in an incomplete condition, the company has made provision for an issue, on the entire length, of stock to the amount of \$10,000,000, and \$7,000,000 1st mortgage 6 per cent bonds, due March 1, 1922, interest March and September. Of these bonds \$3,000,000 will be used to pay for the bridge over the Ohio River at Point Pleasant and the railroad in W. Va. to Charleston, 57.6 miles, and \$4,000,000 to retire the bonds of the Ohio Central Coal Co.

Ohio Southern Railroad.

(For the year ending Dec. 31, 1882.)

Line of Road.—Springfield to Jackson.....113-80
Branches to coal mines.....15-50—129-30 miles.

Operations for year ending Dec 31, 1882.—Earnings: Passengers, \$52,903; freight, \$268,727; mail and express, \$7,043; miscellaneous, \$797; total (2,750 per mile), \$329,471. Operating expenses (\$1,993 per mile), \$235,783. Net earnings (27-52 per cent), \$60,687. Receipts from other sources, \$29,812; total, \$120,499. Paid interest on funded debt, \$115,200; taxes, \$4,534; other, \$350; total, \$120,084. Surplus, \$415.

Financial Statement Dec 31, 1882.—Capital stock, \$3,840,000; funded debt (1st mortgage 6 per cent 40-year bonds, due June 1, 1921, interest June and December, \$1,920,000; income 6 per cent 40-year bonds, due June 1, 1921, interest payable June and December, if earned, non-cumulative, \$1,920,000), \$3,840,000—total, \$7,680,000.

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—At Albuquerque, New Mexico, Aug. 9, the bridge and connection of the Atlantic & Pacific Railroad with the Southern Pacific was completed, and the road is complete now as a through route to California.

Bankers & Merchants' Telegraph.—At a meeting of the board of directors of this company Wednesday, the following was adopted:

Resolved, That in order to provide for the proposed extension of the lines of this company 7,000 additional shares of its capital stock be issued, and that stockholders of record Sept. 1, 1883, be entitled to a preference in the subscriptions therefor to the extent of two and one-third shares of such additional stock for each share of existing stock then held by them (excluding fractions). That such stock shall be sold at not less than 25 per cent premium, and shall be deliverable Sept. 20, 1883, at which time the preference herein granted shall expire.

The proposed extension is ten wires more from New York to Washington, and a new line from New York to Boston and possibly Chicago.

Boston Hoosac Tunnel & Western—Continental Construction.—Officials of the Continental Construction Company say that the option of stockholders to subscribe for \$2,000,000 debenture bonds of the Boston & Hoosac Tunnel Railroad will be accepted. When it was decided to reduce the capital stock to \$8,500,000, which amount had all been paid in, it was also decided to issue \$2,000,000 debentures, which were offered to stockholders of record on Aug. 10 at 65. These are the only bonds on the road, and should any mortgage bonds be issued hereafter, these debenture bonds must be included in the amount. The proceeds of the bonds will clear of all floating debt and complete the road.—*Kiernans*.

Denver & Rio Grande.—Gen. William J. Palmer has tendered his resignation as President of the Denver & Rio Grande Railroad. It was accepted by the board of directors, and a resolution was adopted expressing regret at his retirement and recognizing his faithful services. Gen. Palmer remains in the board of directors and his resignation as President is said to be on account of the engrossing business arising from his Mexican National interests.

Georgia Pacific.—There are now only 33 miles of the Georgia Pacific unaid between Atlanta and Birmingham, while all has been graded and only wants the rails and other track material. Two spans of the Coosa River bridge have been finished, and on that portion of the road building is getting on satisfactorily.

Illinois Midland.—A press dispatch from Boston, August 8, says: "The suit of the Union Trust Company against the Illinois Midland Railway Company and others, came up for a hearing in this city this morning, before Justice Harlan, of Chicago. The case was introduced in the courts of the latter city, but owing to the presence of Judge Harlan in this State, counsel came here to try it. The case is a suit in chancery to foreclose three sectional mortgages and also a general mortgage on the consolidated road made up of three sections, known as the Illinois Midland Railroad. The contest is over claims of different bondholders as to the legality of \$150,000 worth of receiver's certificates and priority of their lien over the rights of the bondholders; also as to the priority of the claims of certain judgment creditors and as to the priority of a lien of about \$300,000 of floating indebtedness."

Midland North Carolina.—A committee of the Boston stockholders has been appointed to wind up the affairs of this company, which it will be remembered leased the Atlantic & North Carolina road for a time, and built an extension from Goldsboro, N. C., to Smithfield, 22 miles. It was started under the management of W. J. Best.

Mississippi & Tennessee.—It is reported that the controlling interest in this road owned by the estate of the late H. S. McComb has been (or probably will be) sold to the Illinois Central Company.

New York & Greenwood Lake.—Surveys are being made on different routes for a branch of this road from Montclair, N. J., through Caldwell to Morristown, about twelve miles. The company is controlled by the New York Lake Erie & Western.

N. Y. State Railroads.—For the purposes of taxation reports have been made to the New York State Controller by the following companies of their gross earnings for the fiscal year ended June 30:

New York Central Railroad.....	\$28,929,444 71
Boston & Albany Railroad.....	1,069,412 48
Utica & Black River Railroad.....	815,472 11
New York Central Sleeping Car.....	405,381 87
Delaware Lackawanna & Western as lessees.....	3,160,032 18
Lake Shore Railroad.....	1,021,401 75
Southern Central Railroad.....	508,480 14
Boston Hoosac Tunnel & Western Railroad.....	319,520 67
Manhattan Railroad.....	6,245,789 70
Buffalo Pittsburg & Western Railroad.....	511,493 51
Syracuse B. & New York Railroad.....	1,019,602 59
Newburg D. & Connecticut.....	149,828 30
Adams Express Company.....	11,738 11
Albany Railway.....	132,927 99
Few York C. & St. L. Railroad.....	134,983 45

N. Y. West Shore & Buffalo.—This company has not erected any new terminal mortgage as has been intimated in some of the newspapers. The West Shore & Ontario Terminal Company has prepared a mortgage on its property at Weehawken, under which bonds will be issued as gradually needed for the improvement of that property, but never beyond the limit of \$12,000,000. No bonds are yet offered for sale.

Philadelphia & Atlantic City.—This road will be sold at Camden, N. J., September 25, under a decree of foreclosure granted by the Chancellor of New Jersey. The road is three feet six inches gauge, and extends from Camden to Atlantic City, 55 miles. It was never successful and has been in the hands of the trustees under the mortgage for five years past. No reports of its operations have been made.

Postal Telegraph.—The directors of the Postal Telegraph Company have accepted the resignations of Hugh J. Jewett and Thomas Dickson as members of the Board and of Joel B. Erhardt as President. The vacancies caused by the resignations of Mr. Jewett and Mr. Dickson were filled by the election of William K. Soutter of Soutter & Co., and George S. Hart, of the produce firm of George S. Hart & Co., and Vice President of the American Loan and Trust Company. H. L. Horton was chosen to take Mr. Jewett's place as one of the two trustees in whose hands the control of the company has been placed for a term of years. The office of President was not filled.

An agreement for an exchange of business has been made between the Postal Telegraph Company and the Bankers' and Merchants', the American Rapid and the Southern Telegraph companies.

Richmond & Danville.—At the meeting to-day (Friday) the following directors tendered their resignations: Robert Harris, John T. Branch, A. D. Shepard and T. M. Logan. The following were elected to fill vacancies: George S. Scott, George F. Baker, George I. Seney and C. S. Brice. No changes have been made in the officers of the company, Colonel A. S. Buford remaining President, T. M. Logan, First Vice-President, and A. L. Reives, Second Vice-President.

St. Joseph & Western.—The N. Y. Times reports:

"Judge McCrary, of the United States Circuit Court, has been applied to for the appointment of a receiver of the St. Joseph & Western Railroad by Messrs Isham and Barry, of Chicago, and William Strauss, of this city, acting as counsel for E. C. Benedict & Co. The St. Joseph & Western Railroad runs from St. Joseph, Mo., to Grand Island, Neb., a distance of about 250 miles. E. C. Benedict & Co., through their counsel, have begun two suits against the company, one as bondholders and the other as stockholders, and in each case prosecuting for themselves and all others similarly situated who may desire to join them in the suits and bear their share of the expense. In the first suit a foreclosure of four mortgages, being the first and second upon each division of the property of the company, is asked for. Two of the mortgages, a first and second, cover a division of the road formerly owned by the St. Joseph & Pacific R.R. Co., and were given by this corporation to secure its interest-bearing bonds, amounting in the aggregate to \$3,100,000. The other two, also a first and second mortgage, cover a division of the road formerly owned by the Kansas & Nebraska Railway Co., of Kansas, and were made by that company to secure its bonds for \$3,100,000, with interest. The control of the St. Joseph & Western RR. has been for several years in the hands of the Union Pacific Railway Co., which holds a majority of its stock as well as a majority in value of the bonds secured by these four mortgages, the payment of which the St. Joseph & Western assumed, but on which it made default on presentation of the coupons. In the suit the Union Pacific Railway Co., Sidney Dillon, Frederick L. Ames, F. Gordon Dexter, Eliza Harris, and the other directors of the company, with the Farmers' Loan & Trust Co., of this city, as trustees, are also made defendants.

"In the second of the suits, E. C. Benedict & Co., as stockholders, seek an accounting of the earnings and property of the St. Joseph & Western RR. Co. It is claimed in this suit, to which the same parties are made defendants, that the Union Pacific has so managed the road as to divert the property and legitimate earnings of the St. Joseph Road into the Union Pacific treasury, and that it was so managed as to prevent it from doing a profitable business in order that the other properties of the Union Pacific might be benefited. It is claimed that although the earnings of the St. Joseph & Western, since it passed under the control of the Union Pacific, have increased from year to year, the operating expenses have increased in larger proportions, until last year they amounted to 98½ per cent of the earnings. A temporary injunction restraining the defendants from exercising adversely to the complainants or to the Farmers' Loan & Trust Co. the trustee, any of the powers given by the mortgage to a majority of the bondholders to prevent foreclosure, has been granted by Judge McCrary in the first suit. This has been granted because the minority claim that the majority, who are defendants in the suit, are acting in bad faith toward them. William Strauss, the counsel for E. C. Benedict & Co. in this city, said to a Times reporter yesterday that some of the papers in these suits had already been served, and the defendants would probably have their appearances entered in a few days. The hearing of the motion for the appointment of a receiver of the St. Joseph & Western has been set for the first day of the next term of the Circuit Court for the District of Kansas, before Judge McCrary.

—The Farmers' Loan & Trust Company, as trustee under the four mortgages, has filed a cross-bill, in which it sets up the facts as to the making of the mortgages and the default, and alleges that the minority bondholders have made certain charges against the majority and the Union Pacific RR., and have demanded a foreclosure, and demand an accounting, injunction, &c.

St. Paul, Minneapolis & Manitoba.—In advance of the annual report, President Hill has furnished the following summary: The Manitoba road is now operating 1,350 miles of line. Of this 210 miles of new lines have been constructed, and \$1,700,000 have been expended upon its equipment from the earnings of the road without the issue of bonds. The income account for the year ending June 30, 1883, is briefly as follows:

Gross earnings.....	\$9,240,630
Receipts from land sales.....	803,397
Total.....	\$10,046,227
Operating expenses.....	\$4,312,992
Taxes.....	252,082
Interest on bonds.....	1,265,035
Dividends.....	1,724,664
Bonds retired (\$750,000).....	757,500—
	8,372,255
Surplus.....	\$1,673,972

It is also stated that the Manitoba has left of its previously-earned land grant 2,150,000 acres, and has earned by the constructed lines mentioned above 423,000 acres more, making a total of 2,578,000 acres of land unsold to be reckoned among its resources.

St. Paul & Duluth.—A brief statement gives the net income of the St. Paul & Duluth Railroad Co. for the fiscal year ending June 30, 1883, as follows:

From land and stumpage sales.....	\$245,487
From operation of railroad.....	303,244
Total net income for year.....	\$548,732
Paid equipment trust sinking fund.....	44,392
	\$504,369
Paid dividends on preferred stock, January and July, 3½ per cent each = 7 per cent.....	354,578
Balance for year ending June 30, 1883.....	\$149,791
Balance of income, June 30, 1882.....	163,224

Total balance of income account, June 30, 1883.....\$313,016

Of this balance, \$176,138 remains on hand in income account, and the remaining \$136,877 represents preferred stock received for lands and canceled, leaving \$5,036,767 preferred stock outstanding. There is \$4,055,407 common stock. The debt is \$1,000,000 in first mortgage 50-year 5 per cent bonds, and \$44,362 due in the ensuing nine months upon the equipment trust. Upon payment of the latter, the company obtains full ownership of its entire equipment. During the past three years the equipment has been largely increased and three-fourths of the main track relaid with steel rails; the remaining one-fourth will be relaid this season. Without any material increase in mileage—now 208 miles—the gross earnings have nearly doubled in the past two years. The lands remaining unsold are about 1,250,000 acres.

Schuylkill Valley.—The stockholders of this railroad company held a special meeting in Philadelphia Aug. 7, and formally approved of the recent action of the directors in increasing the bonded indebtedness to \$4,500,000 and leasing the property to the Pennsylvania Railroad Company.

Texas & St. Louis.—The completion of the St. Louis & Texas narrow gauge railroad from Cairo, Ill., through to Texarkana, Texas, was celebrated Aug. 4 at Rob Roy, on the Arkansas River, where the first train was run over the bridge at that point, 1,700 feet long. The road is now open for business to points as far as Gainesville, Texas.

Toledo Ann Arbor & Grand Trunk.—The bonds recently offered in London were for private account, and part of the first issue of \$1,260,000 first-mortgage 6 per cent bonds issued by the company, which had not been offered for sale until now that the road is completed.

Toledo Cincinnati & St. Louis.—Mr. E. E. Dwight, the General Manager, has been appointed receiver.

The following statement was made by President E. B. Phillips. "Among the conditions under which I accepted the presidency of the road was the assurance I should be furnished, during the year 1883, the sum of \$600,000 for the improvement of the property, \$450,000 of which should be paid on or before July 10. Every one conversant with the facts will bear witness that I stated this necessity at the outset, and have continually repeated it since. It is true that some \$5,000 of the early payments were anticipated, and at the present time, notwithstanding a shortage of \$50,000 in debenture subscriptions, together with about \$70,000 additional, which was expended from the Delphos trust, there has been a sum about equal to the first seven calls, or \$450,000, paid in. But of this money much was of necessity diverted to uses other than the improvement of the road; and of the \$450,000, only \$275,000, or 59 per cent has been used for the improvement of the road." * * *

"A statement showing the financial standing of the company and its indebtedness will be made at an early day."

The Boston *Advertiser* says: "Four or five separate roads constitute the Toledo Cincinnati & St. Louis system, and each of them is covered by separate mortgage liens, says the *St. Louis Republican*. The system is in such a condition that a foreclosure of the mortgages on any of its lines would cause it to disintegrate. This is probably why it is now proposed to have a receiver appointed for each division of the system in order that certificates may become valid liens upon such divisions. The division receivers, according to the plan devised by the parties asking for their appointment are to act as assistant receivers of a general receiver for the entire system. The certificates signed during the reign of the receivers, it is said, will have priority over the mortgage liens."

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Aug. 10, 1883.

The "strike" of the telegraph operators continues, but an effort to extend it to the employees of the railroads has proved quite ineffective, and the business public is now but little incommoded by the difficulty. The autumn trade opens rather sluggishly, although encouraged by favorable weather. Transactions in leading staples have been moderately active, and the turn generally toward better prices. Crop accounts are favorable, and foreign advices have caused a somewhat larger shipment of breadstuffs. To-day Western bank failures had an unfavorable effect.

Little of interest has occurred in provision circles during the week. The market has been alternately firm and weak, but the general view is that the position is momentarily better. The dominant opinion is, however, that values, in view of the prospective large crop, may be lower. To-day September options realized 8'60@8'71c; October, 8'70@8'75c; seller year 8'46c; the closing figures to-day were steady; August, 8'64@8'66c; September, 8'70c; October, 8'75c; December, 8'55@8'60c; seller year 8'48@8'50c. On the spot prime Western was sold at 8'70@8'72½@8'75c; refined to the Continent sold at 8'95c, and South America was quoted at 9'75c. Pork was dull and slightly easier at \$15 25@15 50 for mess; clear back sold at \$18 50@19; short-clear \$18 50@19 50 and family at \$17 50. Bacon was quiet at 8½c. for long-clear. Beef hams were again lower at \$32@33 for Western prime. Beef continued slow at \$19@19 50 for City extra India mess. Tallow ruled steady at 7½@7 9-16c. for prime. Stearine was slow at 10½@11c. for prime and 10½@10¾c. for oleomargarine. Cheese has been quiet of late, owing to the unsatisfactory advices from Liverpool; the best grades of white and colored are now 9½@9¾c. Butter is dull and easy.

Rio coffee has been firm at 9¾c. for fair, but the sales have been very moderate; options have been irregular, but to-day advanced 15 to 25 points, with sales of 42,750 bags No. 7 at 7'30c. for August, 7'40@7'45c. for September, 7'45@7'60c. for October, 7'55@7'65c. for November, 7'60@7'75c. for December and 7'80c. for January. Mild grades have been steady and fairly active. Spices have been quiet and pepper rather weak. Foreign green fruits have been fairly active and firmer; dried have sold slowly at about the prices of last week. Tea has sold, by auction, at steadier prices for old Japan and for new Formosa oolong and green, but New Japan has declined; the regular market has been very dull. Rice has been firm for domestic, which is in small supply and in fair demand; moderate sales of foreign have been made at 4¼@4½c. for Rangoon, 5½@5¾c. for Java and 5@5½c. for Patna. Molasses has been quiet and latterly 50-degrees test Cuba has been nominal at 25c. Raw sugar has been quiet and to a great extent nominal; fair refining has been quoted at 6½c.; Muscovado is more steadily held than centrifugal, which is quoted at 7 9-16c. for 96-degrees test; refined sugar has been dull and declining; crushed 9@9½c., powdered 8½@9c., granulated 8½c., "A" standard 8 3-16@8¾c.

Kentucky tobacco has been in better request, both for shipment and foreign uses; lugs are steady at 5@6½c. and leaf at 6½@11½c. Sales 466 hds. for export and 164 hds. for consumption. Seed leaf is not active, and the interest in the market is not important; new crop is steady and old descriptions rule easy. 150 cases 1881 crop, Housatonic, private terms; 50 cases 1881 crop, New England Havana, 20c.; 50 cases 1880 crop, Pennsylvania wrappers, 17@22½c.; 400 cases 1882 crop, Wisconsin Havana, 9@12c.; 100 cases 1880 crop, Ohio, 8@9c.; and 150 cases 1880 crop, Pennsylvania, 6@9c. Also 300 bales Havana, 88 to \$1 15; and 50 bales Sumatra, \$1 10 to \$1 50.

In rosins little of importance has taken place, the present high rates for ocean freight room checks the export inquiry, and common to good strained cannot be quoted above \$1 50@1 60. Spirits turpentine, on the contrary, has been active and strong, in sympathy with the Southern advices; there have been large sales at 40½@41½c., and to-day there was a liberal business at 41¼@41½c. Refined petroleum has latterly been easier; freights have been advanced, and the European advices show a decline. To-day 70 Abel test was quoted at 7½c. for the first half of September, and yet there were a number of re-sales offered for the same time at 7½c. Crude certificates have sagged, and the manipulation upward seems to have been overdone; while the deliveries over runs have been larger, the July report of the United Pipe Line companies shows an actual increase of 400,000 bbls. in stocks at the primary centres. To-day 12,214,000 bbls. changed hands at \$1 09½@1 11@1 08½@1 08½. Ingot copper quiet at 15½@15½c. for Lake.

Ocean freight room has been very active during the week, and all rates have been improved, particularly to the Continental ports. On Wednesday engagements for 700,000 bushels were made, and to-day freight for 544,000 bushels was taken, not including eight steamer charters at 4s. 10½d @ 5s. per qr. from this port and 4s. 7½d. @ 4s. 9d. @ 5s. from Baltimore to Cork for orders and United Kingdom; in detail, grain to Liverpool was taken by steamer at 4d.; cheese, 30s.; cotton, 9-64@5-32d.; grain to London, 4¼@5d.; do. to Glasgow by steamer, 5¼; do. to Avonmouth, 5½d.; do. to Hamburg, 1'05 marks; do. to Antwerp 6½@7d.; do. to Leith, 6½d.; grain to Cork for orders, by sail, 5s. 3d. per qr.; crude petroleum to Dunkirk, 3s. 10½d; do. to Havre, 3s. 7½d; refined do. to Baltic, 4s. 9d.

COTTON.

FRIDAY, P. M., August 10, 1888.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (August 10) the total receipts have reached 9,706 bales, against 7,064 bales last week, 8,296 bales the previous week and 9,208 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,950,260 bales, against 4,665,835 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,284,425 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	506	200	672	142	486	315	2,321
Indianola, &c.	.....	.....	.....	.....	.....	290	290
New Orleans	230	488	839	259	177	423	2,436
Mobile	17	19	1	.....	11	56	104
Florida	.....	.....	.....	.....	.....	4	4
Savannah	7	130	415	596	255	27	1,430
Brunsw'k, &c.	.....	.....	.....	.....	.....	.....	.....
Charleston	154	38	32	9	15	101	349
Pt. Royal, &c.	.....	.....	.....	.....	.....	23	23
Wilmington	10	18	.....	29	24	4	85
Morehead C., &c.	.....	.....	.....	.....	.....	40	40
Norfolk	141	293	261	21	150	197	1,063
West Point, &c.	.....	.....	.....	.....	.....	15	15
New York	.....	.....	.....	43	100	29	172
Boston	191	.....	5	.....	31	118	345
Baltimore	.....	.....	.....	.....	.....	800	800
Philadelph'a, &c.	40	114	40	.....	35	.....	229
Total this week	1,296	1,300	2,285	1,099	1,284	2,442	9,706

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night and the same items for the corresponding periods of last years.

Receipts to August 10.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sept. 1, 1882.	This Week.	Since Sept. 1, 1881.	1883	1882.
Galveston	2,321	811,134	735	428,035	5,707	1,080
Indianola, &c.	290	17,429	317	14,179	.....	.....
New Orleans	2,436	1,667,333	539	1,185,501	64,735	21,144
Mobile	104	311,342	204	283,432	5,269	866
Florida	4	18,448	11	27,250	.....	.....
Savannah	1,430	812,136	386	729,167	2,920	1,584
Brunsw'k, &c.	.....	5,508	.....	7,026	.....	.....
Charleston	349	566,480	257	497,715	2,983	452
Pt. Royal, &c.	23	24,624	.....	24,516	.....	.....
Wilmington	85	127,396	104	136,371	1,275	368
Morehead C., &c.	40	19,622	6	26,586	.....	.....
Norfolk	1,063	799,027	738	615,077	16,397	1,063
West Point, &c.	15	227,667	96	195,400	.....	.....
New York	172	138,130	295	162,552	147,520	113,846
Boston	345	311,387	739	232,161	6,480	5,015
Baltimore	800	70,068	.....	26,109	14,903	3,894
Philadelph'a, &c.	229	112,529	384	94,358	6,291	5,716
Total	9,706	5,950,260	4,811	4,665,835	274,492	155,568

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galveston, &c.	2,611	1,032	2,078	587	2,281	984
New Orleans	2,436	539	3,433	814	249	578
Mobile	104	204	499	297	20	242
Savannah	1,430	346	1,866	1,513	81	551
Charl'st'n, &c.	372	257	348	740	16	316
Wilm'gt'n, &c.	123	110	98	58	15	421
Norfolk, &c.	1,078	834	1,629	1,088	200	615
All others	1,550	1,429	3,109	3,594	591	950
Tot. this w'k.	9,706	4,811	13,062	8,691	3,462	4,657

Since Sept. 1, 5,950,260 4,665,835 5,788,585 4,993,575 4,443,502 4,267,816

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 15,697 bales, of which 12,488 were to Great Britain, 867 to France and 2,342 to the rest of the Continent, while the stocks as made up this evening are now 274,482 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Aug. 10.				From Sept. 1, 1882, to Aug. 10, 1888.			
	Great Brit'n.	France.	Continent.	Total.	Great Britain.	France.	Continent.	Total.
Galveston	.....	.....	.....	.....	321,455	50,328	160,503	532,386
New Orleans	2,022	.....	.....	2,022	859,812	202,070	441,326	1,503,808
Mobile	.....	.....	.....	.....	34,840	9,359	1,150	45,349
Florida	.....	.....	.....	.....	.....	.....	100	100
Savannah	.....	.....	.....	.....	110,312	25,378	283,038	418,693
Charleston	.....	.....	.....	.....	131,080	24,715	217,015	372,870
Wilmington	.....	.....	.....	.....	53,172	.....	4,590	57,792
Norfolk	.....	.....	.....	.....	372,728	.....	28,985	401,713
New York	9,501	867	2,142	12,510	539,761	31,337	162,559	733,657
Boston	919	.....	.....	919	15,325	.....	543	158,746
Baltimore	.....	.....	200	200	174,205	4,823	63,684	242,112
Philadelph'a, &c.	240	.....	.....	240	101,917	.....	8,386	105,303
Total	12,488	867	2,312	15,697	2,884,535	427,941	1,366,309	4,678,785
Total 1881-82	12,638	71	3,059	18,768	2,350,635	379,400	869,442	3,599,117

Includes exports from Port Royal, &c.
+ Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give as the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

AUG. 10, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans	2,709	None.	None.	310	3,019	61,716
Mobile	None.	None.	None.	None.	None.	5,269
Charleston	None.	None.	None.	50	50	2,935
Savannah	None.	None.	None.	50	50	2,875
Galveston	None.	None.	None.	1,000	1,000	4,707
Norfolk	None.	None.	None.	1,425	1,425	14,872
New York	5,000	350	650	None.	6,000	111,520
Other ports	2,000	None.	100	None.	2,100	26,849
Total 1883	9,709	350	750	2,835	13,644	260,838
Total 1882	4,039	333	1,300	321	6,043	149,525
Total 1881	16,086	1,726	799	294	18,905	209,065

We have had a brisk speculation in cotton for future delivery during the past week. Prices have varied widely, but on the whole show some improvement. On Saturday last there was a sharp advance in August contracts, with some hints thrown out of a possible "corner," but this project, if entertained, was abandoned on Monday, when August declined and the next crop advanced. On Tuesday there was a pressure to sell to realize profits, under which there was a sharp decline. Wednesday was unsettled. Thursday was again buoyant, on the much better prices at Liverpool and New Orleans, and reports of the spread of worms in Texas, and at the close August was only 17 points above November. To-day the opening was weak under dull Liverpool and Manchester advices; prices further declined as the day advanced, but subsequently recovered in part, and the close was only slightly lower except for August and September. Cotton on the spot has been much less active for export, but met with a fair demand for home consumption, at variable and irregular prices. Quotations were advanced $\frac{1}{8}$ c. on Saturday, reduced 1-16c. on Wednesday, and revised $\frac{1}{8}$ c. on Thursday, low grades, including stained, being advanced 3-16c., medium grades 1-16 $\frac{1}{2}$ c. and high grades 1-16c. To-day the market was weak, middling uplands closing at 10 $\frac{1}{4}$ c.

The total sales for forward delivery for the week are 626,400 bales. For immediate delivery the total sales foot up this week 3,783 bales, including 559 for export, 2,920 for consumption, 304 for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

Aug. 4 to Aug. 10.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. P. D.	79 $\frac{1}{8}$	79 $\frac{1}{8}$	79 $\frac{1}{8}$	71 $\frac{1}{8}$	71 $\frac{1}{8}$	71 $\frac{1}{8}$	71 $\frac{1}{8}$	71 $\frac{1}{8}$	71 $\frac{1}{8}$
Strict Ord.	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$
Good Ord.	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$
Str. G'd Ord.	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$
Low Midd'g	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$
Str. L'w Mid	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$
Middling	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$
Good Mid.	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$
Str. G'd Mid	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$
Midd'g Fair	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$
Fair	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$
Aug. 4 to Aug. 10.	STAINED.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. P. D.	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$
Strict Ord.	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$
Good Ord.	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$
Str. G'd Ord.	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$
Low Midd'g	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$
Str. L'w Mid	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$
Middling	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$
Good Mid.	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$
Str. G'd Mid	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$
Midd'g Fair	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$
Fair	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$	12 $\frac{1}{8}$
Aug. 4 to Aug. 10.	STAINED.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Good Ordinary	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$	7 $\frac{1}{8}$
Strict Good Ordinary	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$	8 $\frac{1}{8}$
Low Middling	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$	9 $\frac{1}{8}$
Middling	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT
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THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Aug. 10), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	932,000	698,000	767,000	696,000
Stock at London.....	47,900	69,100	40,900	55,200
Total Great Britain stock	979,900	738,100	807,900	751,200
Stock at Hamburg.....	4,000	2,600	4,300	4,500
Stock at Bremen.....	47,700	36,600	52,600	93,800
Stock at Rotterdam.....	2,100	14,300	35,100	15,800
Stock at Antwerp.....	2,000	2,000	3,900	2,880
Stock at Havre.....	8,000	300	2,300	981
Stock at Marseilles.....	108,000	124,000	203,000	69,400
Stock at Barcelona.....	9,900	1,100	33,100	8,130
Stock at Genoa.....	75,000	25,000	33,100	58,000
Stock at Trieste.....	17,000	13,400	3,700	14,900
Stock at Venice.....	14,000	6,300	7,200	6,200
Total continental stocks...	316,700	225,600	349,000	211,591
Total European stocks...	1,296,600	963,700	1,156,900	962,791
India cotton afloat for Europe.....	210,000	300,000	231,000	181,000
America cotton afloat for Europe.....	65,000	64,000	137,000	93,000
Egypt, Brazil, &c., afloat for Europe.....	22,000	10,000	23,000	14,000
Stock in United States ports.....	274,452	155,568	227,970	151,989
Stock in U. S. interior towns.....	47,578	17,125	43,365	35,473
United States exports to-day.....	1,800	2,100	3,800	.....

Total visible supply..... 1,914,460 1,512,493 1,823,035 1,438,253

Of the above, the totals of American and other descriptions are as follows:

	1883.	1882.	1881.	1880.
American	650,000	367,000	593,000	469,000
Continental stocks.....	190,000	53,000	227,000	109,000
America cotton afloat for Europe.....	65,000	64,000	137,000	93,000
United States stock.....	274,452	155,568	227,970	151,989
United States interior stocks.....	47,578	17,125	43,365	35,473
United States exports to-day.....	1,800	2,100	3,800	.....
Total American	1,225,860	699,793	1,232,135	858,462
East India, Brazil, &c., etc.	282,000	302,000	174,000	227,000
Liverpool stock.....	47,900	69,100	40,900	55,200
Continental stocks.....	126,700	140,600	122,000	102,591
India afloat for Europe.....	210,000	300,000	231,000	181,000
Egypt, Brazil, &c., afloat.....	22,000	10,000	23,000	14,000

Total East India, &c...... 688,800 821,700 590,900 579,791

Total American..... 1,225,860 699,793 1,232,135 858,462

Total visible supply..... 1,914,460 1,512,493 1,823,035 1,438,253

Pr. Mid. Upl. Liverpool..... 511,160 711,160 631,160 613,160

The imports into Continental ports this week have been 12,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 401,967 bales as compared with the same date of 1882, an increase of 91,425 bales as compared with the corresponding date of 1881 and an increase of 476,297 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

TOWNS.	Receipts.	Shipments.	Stock.	This week.	Since Sept. 1, 1882.	Receipts.	Shipments.	Stock.	This week.	Since Sept. 1, 1882.
Aurora, Ga.....	293	180,097	702	4,167	1,612	144	162,124	258	1,772	1,772
Atlanta, Ga.....	25	10,983	127	2,133	1,021	11	102,491	502	1,072	1,072
Birmingham, Ala.....	11	57,486	34	1,480	1,480	11	96,164	397	2,446	2,446
Mobile, Ala.....	16	33,412	18	1,480	1,480	16	33,412	183	3,893	3,893
Montgomery, Ala.....	32	59,327	25	2,655	2,655	32	59,327	25	2,655	2,655
Nashville, Tenn.....	22	45,056	612	1,398	1,398	22	45,056	612	1,398	1,398
Dallas, Tex.....	20	45,056	612	1,398	1,398	20	45,056	612	1,398	1,398
San Antonio, Tex.....	5	24,665	49	3,781	3,781	5	24,665	49	3,781	3,781
San Antonio, Tex.....	238	106,158	220	3,781	3,781	238	106,158	220	3,781	3,781
San Antonio, Tex.....	38	31,053	39	72	72	38	31,053	39	72	72
San Antonio, Tex.....	28	34,889	30	563	563	28	34,889	30	563	563
San Antonio, Tex.....	39	39,109	39	39	39	39	39,109	39	39	39
San Antonio, Tex.....	20	141,691	1,217	5,278	5,278	20	141,691	1,217	5,278	5,278
San Antonio, Tex.....	231	88,375	206	3,781	3,781	231	88,375	206	3,781	3,781
San Antonio, Tex.....	231	88,375	206	3,781	3,781	231	88,375	206	3,781	3,781
San Antonio, Tex.....	2,081	460,946	2,660	6,680	6,680	2,081	460,946	2,660	6,680	6,680
San Antonio, Tex.....	3,935	378,263	2,660	292	292	3,935	378,263	2,660	292	292
Total, old towns	2,630,331	8,943	44,578	94	94	2,630,331	8,943	44,578	94	94
Newberry, S. C.....	27	23,561	27	94	94	27	23,561	27	94	94
Baltimore, Md.....	62	51,687	62	1,480	1,480	62	51,687	62	1,480	1,480
Petersburg, Va.....	104	28,018	119	1,480	1,480	104	28,018	119	1,480	1,480
Little Rock, Ark.....	104	32,475	210	4,515	4,515	104	32,475	210	4,515	4,515
Birmingham, Ala.....	56	34,046	70	1,200	1,200	56	34,046	70	1,200	1,200
Houston, Tex.....	1,070	608,142	649	1,321	1,321	1,070	608,142	649	1,321	1,321
Total, new towns	1,379	920,321	1,071	8,628	8,628	1,379	920,321	1,071	8,628	8,628
Total, all	5,334	3,579,652	10,014	53,206	53,206	5,334	3,579,652	10,014	53,206	53,206

This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 4,938 bales, and are to-night 27,453 bales more than at the same period last year. The receipts at the same towns have been 1,221 bales more than the same week

Market, Prices and Futures.		DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.												Total sales this week.		Average price, week.		Average price, 1897.		
Range and Total Sales.		August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.							
Saturday, Aug. 4— Sales, total Closing.....	Buyer's 153,700 9 99 1/2 9 99 1/2	Aver. 10-34 6,600 10-26@10-30	Aver. 10-22 10,220 10-28@10-30	Aver. 10-11 11,000 10-07@10-15	Aver. 10-06 5,700 10-07@10-08	Aver. 10-08 5,400 10-09@10-10	Aver. 10-08 22,200 10-17@10-15	Aver. 10-10 700 10-25@10-20	Aver. 10-36 1,000 10-35@10-40	Aver. 10-31 1,000 10-30@10-35	Aver. 10-31 1,000 10-30@10-35	Aver. 10-31 1,000 10-30@10-35	Aver. 10-31 1,000 10-30@10-35	Aver. 10-31 1,000 10-30@10-35						
Sunday, Aug. 5— Sales, total Closing.....	Buyer's 79,000 10-04@10-25	Aver. 10-32 6,300 10-28@10-35	Aver. 10-28 18,800 10-27@10-30	Aver. 10-13 13,100 10-09@10-17	Aver. 10-09 10,000 10-09@10-10	Aver. 10-11 8,600 10-11@10-12	Aver. 10-13 12,000 10-13@10-21	Aver. 10-18 10,250 10-26@10-33	Aver. 10-40 3,500 10-39@10-41	Aver. 10-40 2,400 10-41@10-53	Aver. 10-50 2,400 10-55@10-60	Aver. 10-58 1,700 10-62@10-64	Aver. 10-74 2,000 10-73@10-75	Aver. 10-74 2,000 10-73@10-75						
Monday, Aug. 6— Sales, total Closing.....	Buyer's 111,000 9 95 1/2@10-04	Aver. 10-23 2,600 10-15@10-30	Aver. 10-20 35,300 10-13@10-15	Aver. 10-06 14,800 10-02@10-7	Aver. 10-01 13,800 9 95@9-97	Aver. 10-05 6,005 9 97@9-98	Aver. 10-11 10,250 10-12@10-20	Aver. 10-25 1,700 10-20@10-30	Aver. 10-38 3,600 10-34@10-43	Aver. 10-53 1,800 10-51@10-53	Aver. 10-58 1,800 10-57@10-60	Aver. 10-58 1,800 10-57@10-60	Aver. 10-58 1,800 10-57@10-60	Aver. 10-58 1,800 10-57@10-60						
Tuesday, Aug. 7— Sales, total Closing.....	Buyer's 127,700 9 91 1/2@10-07	Aver. 10-13 1,800 10-11@10-15	Aver. 10-10 40,200 10-10@10-18	Aver. 9-99 14,900 9 96@9-98	Aver. 9-94 15,300 9 93@9-98	Aver. 9-98 9,800 9 97@9-98	Aver. 10-04 28,700 10-12@10-16	Aver. 10-16 5,800 10-22@10-26	Aver. 10-24 6,300 10-23@10-29	Aver. 10-34 6,300 10-33@10-39	Aver. 10-46 6,000 10-45@10-50	Aver. 10-57 6,000 10-56@10-61	Aver. 10-57 6,000 10-56@10-61	Aver. 10-57 6,000 10-56@10-61						
Wednesday, Aug. 8— Sales, total Closing.....	Buyer's 91,200 10-11@10-15	Aver. 10-13 1,800 10-11@10-15	Aver. 10-10 40,200 10-10@10-18	Aver. 9-99 14,900 9 96@9-98	Aver. 9-94 15,300 9 93@9-98	Aver. 9-98 9,800 9 97@9-98	Aver. 10-04 28,700 10-12@10-16	Aver. 10-16 5,800 10-22@10-26	Aver. 10-24 6,300 10-23@10-29	Aver. 10-34 6,300 10-33@10-39	Aver. 10-46 6,000 10-45@10-50	Aver. 10-57 6,000 10-56@10-61	Aver. 10-57 6,000 10-56@10-61	Aver. 10-57 6,000 10-56@10-61						
Thursday, Aug. 9— Sales, total Closing.....	Buyer's 100,000 10-06@10-28	Aver. 10-25 1,800 10-23@10-25	Aver. 10-22 21,500 10-19@10-25	Aver. 10-10 12,300 10-08@10-13	Aver. 10-05 9,300 10-03@10-10	Aver. 10-07 16,000 10-11@10-19	Aver. 10-13 24,000 10-23@10-30	Aver. 10-26 3,200 10-25@10-30	Aver. 10-36 3,200 10-35@10-41	Aver. 10-45 1,000 10-44@10-50	Aver. 10-57 1,000 10-56@10-61	Aver. 10-57 1,000 10-56@10-61	Aver. 10-57 1,000 10-56@10-61	Aver. 10-57 1,000 10-56@10-61						
Friday, Aug. 10— Sales, total Closing.....	Buyer's 133,300 10-06@10-32	Aver. 10-14 2,600 10-11@10-22	Aver. 10-13 50,400 10-11@10-21	Aver. 10-07 10,900 10-06@10-10	Aver. 10-05 12,600 10-04@10-05	Aver. 10-07 10,500 10-06@10-07	Aver. 10-14 32,500 10-10@10-17	Aver. 10-27 5,300 10-25@10-27	Aver. 10-38 5,300 10-37@10-41	Aver. 10-49 700 10-48@10-49	Aver. 10-57 700 10-55@10-58	Aver. 10-61 700 10-58@10-60	Aver. 10-61 700 10-58@10-60	Aver. 10-61 700 10-58@10-60						
Saturday, Aug. 11— Sales, total Closing.....	Buyer's 626,400 10-06@10-32	Aver. 10-14 2,600 10-11@10-22	Aver. 10-13 50,400 10-11@10-21	Aver. 10-07 10,900 10-06@10-10	Aver. 10-05 12,600 10-04@10-05	Aver. 10-07 10,500 10-06@10-07	Aver. 10-14 32,500 10-10@10-17	Aver. 10-27 5,300 10-25@10-27	Aver. 10-38 5,300 10-37@10-41	Aver. 10-49 700 10-48@10-49	Aver. 10-57 700 10-55@10-58	Aver. 10-61 700 10-58@10-60	Aver. 10-61 700 10-58@10-60	Aver. 10-61 700 10-58@10-60						
Sunday, Aug. 12— Sales, total Closing.....	Buyer's 25,239,000 10-06@10-32	Aver. 10-14 2,600 10-11@10-22	Aver. 10-13 50,400 10-11@10-21	Aver. 10-07 10,900 10-06@10-10	Aver. 10-05 12,600 10-04@10-05	Aver. 10-07 10,500 10-06@10-07	Aver. 10-14 32,500 10-10@10-17	Aver. 10-27 5,300 10-25@10-27	Aver. 10-38 5,300 10-37@10-41	Aver. 10-49 700 10-48@10-49	Aver. 10-57 700 10-55@10-58	Aver. 10-61 700 10-58@10-60	Aver. 10-61 700 10-58@10-60	Aver. 10-61 700 10-58@10-60						

last year, and since September 1 the receipts at all the towns are 751,129 bales more than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending August 10.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston ..	91 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂
New Orleans ..	91 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂
Mobile	92 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂
Savannah ..	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂
Charleston ..	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂	93 ¹ / ₂
Wilmington ..	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂
Norfolk	97 ¹ / ₂	97 ¹ / ₂	97 ¹ / ₂	97 ¹ / ₂	97 ¹ / ₂	97 ¹ / ₂
Boston	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Baltimore ..	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Philadelphia ..	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Augusta	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂
Memphis	94 ¹ / ₂	94 ¹ / ₂	94 ¹ / ₂	94 ¹ / ₂	94 ¹ / ₂	94 ¹ / ₂
St. Louis	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂
Cincinnati ..	97 ¹ / ₂	97 ¹ / ₂	97 ¹ / ₂	97 ¹ / ₂	97 ¹ / ₂	97 ¹ / ₂
Louisville ..	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the out-ports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Receipts from Plantations.		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
May 25	33,851	13,981	38,539	117,473	14,018	121,565	9,535	2,564	30,233
June 1	32,642	15,092	30,420	136,470	93,555	114,679	21,630	5,517	19,540
" 8	29,432	15,624	26,456	109,880	81,304	105,926	2,342	5,433	16,703
" 15	28,218	13,055	21,533	93,947	72,408	68,703	15,785	2,672	14,410
" 22	24,476	13,899	12,365	91,236	59,753	88,240	17,759	1,011	1,872
" 29	20,662	9,288	11,497	75,617	50,417	79,509	8,049	175	2,706
July 6	19,163	9,586	11,914	72,391	42,813	74,647	12,947	2,012	7,052
" 13	18,199	8,142	11,024	71,693	33,454	65,702	16,411	753	5,139
" 20	19,392	9,150	9,305	65,759	31,622	64,234	11,115	5,341	4,685
" 27	16,151	6,129	8,246	55,277	23,276	61,629	8,672	2,780	6,686
Aug. 3	17,811	4,815	7,064	52,441	24,446	57,866	11,982	985	3,321
" 10	13,092	4,311	9,706	48,273	21,693	53,766	8,594	1,428	5,023

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,985,931 bales; in 1881-82 were 4,641,533 bales; in 1880-81 were 5,798,020 bales.

2. That, although the receipts at the out-ports the past week were 9,706 bales, the actual movement from plantations was only 5,023 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 1,433 bales and for 1881 they were 8,894 bales.

AMOUNT OF COTTON IN SIGHT AUGUST 10.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to August 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Aug. 10	5,950,269	4,665,835	5,788,585	4,908,575
Interior stocks on Aug. 10 in excess of September 1	36,721	*24,332	9,435	23,802
Tot. receipts from plantations	5,986,991	4,641,503	5,798,020	4,932,377
Net overland to August 1	613,218	468,229	510,014	576,129
Southern consumption to Aug. 1.	325,000	234,000	200,000	174,000
Total in sight August 10	6,955,229	5,343,732	6,508,064	5,682,506

* Decrease from September 1.

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,611,497 bales, as compared with 1880-81 is 117,165 bales, and with 1879-80, 1,272,723 bales.

WEATHER REPORTS BY TELEGRAPH.—It would seem from our weather reports this week that drought is doing damage in some sections of the South. In Texas picking is making satisfactory progress.

Galveston, Texas.—We have had showers on three days of the week, the rainfall reaching fifty-five hundredths of an inch. Crop accounts are less favorable in most sections. The splendid prospect of three weeks ago has been sadly marred by the severe drought, terrific heat and scorching winds. Picking is progressing finely. Average thermometer 84, highest 92, lowest 75.

Last week we had a worthless shower on one day of the week, the rainfall reaching but two hundredths of an inch. Crop accounts were less favorable; most sections needed rain, and some very badly. Picking progressed finely in the southern half of State. Three hundred and eighty-one bales of new cotton were received during the week, making a total up to that time of 402 bales. The thermometer ranged from 77 to 91, and averaged 84. During the month of July the rainfall reached one inch and sixty-one hundredths.

Indianola, Texas.—We have had no rain during the week, and are suffering dreadfully from drought. Much damage has been done. The thermometer has ranged from 76 to 96, averaging 84.

The weather was warm and dry during all of last week. Crops were suffering in consequence of drought, and had been

already much injured. The thermometer averaged 85 and ranged from 76 to 94. The rainfall during the month of July reached one inch and eleven hundredths.

Dallas, Texas.—We have had splendid showers on two days of the week, which were very beneficial; more rain is desired, but nevertheless the crop is doing well and promising fairly. The weather is unprecedentedly hot and scorching. The thermometer has averaged 88, ranging from 69 to 107. Rainfall one inch and ten hundredths.

We had a shower on one day last week, and the rainfall reached eighteen hundredths of an inch. Crops promised fairly, but needed rain. It was terribly hot, about the worst ever known, the thermometer averaging 88, and ranging from 71 to 105. Rainfall for the month of July one inch and fifty-four hundredths.

Brenham, Texas.—We have had no rain during the week. The drought is very severe, and much damage has been done. It is as hot as Egypt. The thermometer has averaged 87, the highest being 104 and the lowest 69.

Last week it was warm and dry. The weather was unprecedentedly hot. A small district of bottom lands had been much injured by caterpillars, but their ravages were checked by the drought. Most sections needed rain. The bolls were dropping badly. Picking was making good progress. The thermometer averaged 86, the highest being 104 and the lowest 68. During the month of July the rainfall reached one inch and forty-five hundredths.

Palestine, Texas.—We have had a light shower on one day of the week, the rainfall reaching two hundredths of an inch. More rain is wanted, but the reported damage to crop is much exaggerated. Picking has begun. Average thermometer 88, highest 96 and lowest 67.

We had fine showers on two days of last week, and the rainfall reached ninety-two hundredths of an inch. The showers were very beneficial, but hardly enough. Crops promised well, but boll-worms were reported troublesome in some sections. The thermometer ranged from 71 to 97, and averaged 84. During the month of July the rainfall reached one inch and twenty-eight hundredths.

Huntsville, Texas.—It has been showery on one day of the week, the rainfall reaching twenty hundredths of an inch. More rain is desired, but the crop promises fairly. Picking is making good progress. It is as hot as blazes. The thermometer has ranged from 66 to 100, averaging 83.

Last week we had a shower on one day, the rainfall reaching twenty hundredths of an inch. Crops were good, but needed rain. Picking made good progress. The thermometer averaged 86, and ranged from 72 to 99. Rainfall during July, two inches and sixty-five hundredths.

Weatherford, Texas.—It has rained splendidly on one day of the week, just as needed. The rainfall reached one inch and seventy hundredths. There has never been a better prospect for a cotton crop. The thermometer has averaged 81, ranging from 64 to 98.

Last week was dry and very hot. Crops were good, but beginning to need rain. The thermometer averaged 84, the highest being 100 and the lowest 68. During July the rainfall reached three inches and eight hundredths.

Belton, Texas.—It has been dry and very hot during the week. We are needing rain dreadfully. Bolls are dropping badly. Picking has been commenced. The thermometer has averaged 84, the highest being 99 and the lowest 70.

We had warm and dry weather last week. Very hot north winds have prevailed. Rain was needed again, and crops would suffer much if it did not come soon. Average thermometer 85, highest 99 and lowest 71. During the month of July the rainfall reached one inch and fifty-one hundredths.

Luling, Texas.—The weather has been warm and dry during the week. Farmers are sick unto death; it begins to look as if one-quarter of a crop of cotton would not be made. Under the scorching heat, the surface of the earth is as dry as a bone, and all smaller water-courses have entirely disappeared. Picking is making good progress. Average thermometer 87, highest 104 and lowest 69.

We had one trifling shower last week, the rainfall reaching but seven hundredths of an inch. The drought was worse than ever; crops were suffering dreadfully, and planters were greatly discouraged. Picking was progressing finely. Bolls dropping badly. It was stifling hot, the thermometer ranging from 70 to 102, and averaging 86. July rainfall, five inches and ten hundredths.

New Orleans, Louisiana.—We have had no rain during the week. The thermometer has averaged 85.

Shreveport, Louisiana.—We have had generally fair weather during the week, with a light rain on the seventh, the rainfall reaching forty-two hundredths of an inch. Rain is needed badly. The thermometer has ranged from 65 to 100.

Vicksburg, Mississippi.—Telegram not received.

Last week it was showery on two days and the rainfall reached three hundredths of an inch. The thermometer ranged from 74 to 96, and averaged 84. During the month of July the rainfall reached three inches and sixty-one hundredths.

Meridian, Mississippi.—The weather has been warm and dry during all of the week. Much damage is feared if the drought continues. Worms have appeared in certain localities. The thermometer has ranged from 51 to 103.

Columbus, Mississippi.—It has been showery on two days of the week, the rainfall reaching forty-six hundredths of an inch. The weather has been too cold, but at the close of the week there is a favorable change. The thermometer has averaged 74, the highest being 93 and the lowest 65.

Little Rock, Arkansas.—The latter part of the week has been cloudy with rain on two days, the rainfall reaching fifty-six hundredths of an inch. Average thermometer 73, highest 86 and lowest 61. During July we had rain on twelve days, and the rainfall reached four inches and sixty-seven hundredths. The thermometer averaged 80, and ranged from 65 to 94.

Memphis, Tennessee.—We have had drizzles on three days of the week, the rainfall reaching twenty-six hundredths of an inch. The thermometer has ranged from 61.5 to 85, averaging 73.

Nashville, Tennessee.—It has rained on one day of the week, the rainfall reaching four hundredths. The thermometer has averaged 72, ranging from 61 to 81.

Mobile, Alabama.—It has rained severely on one day of the week, the rainfall reaching three inches and thirty hundredths. Crop accounts are less favorable. It is claimed that much damage has been done by the protracted drought in most sections. Worms have been checked by drought. Prospects very gloomy. The thermometer has averaged 82, the highest being 97 and the lowest 71.

Montgomery, Alabama.—The weather has been warm and dry during all of the week. Caterpillars have certainly appeared, though the injury done is as yet limited. Average thermometer 80.

Selma, Alabama.—We have had warm and dry weather all the week. It is claimed by some farmers that the damage to the crop by drought, worms and rust is thirty per cent. The thermometer has averaged 78.

Madison, Florida.—Telegram not received.

Macon, Georgia.—We have had rain on two days of the week. Cotton is beginning to open. Prospects are unchanged. We have our first bale of new cotton. The thermometer has averaged 77, the highest being 90 and the lowest 63.

Columbus, Georgia.—It has rained on one day of the week, the rainfall reaching fifty-three hundredths of an inch. Rust is developing badly on uplands. Caterpillars are reported everywhere, and it is claimed that great injury is being done. Average thermometer 84, highest 89, lowest 77.

Savannah, Georgia.—We have had rain on four days of the week, the rainfall reaching six inches and eighty hundredths. The thermometer has ranged from 67 to 95, averaging 81.5.

Augusta, Georgia.—We have had general rain on three days of the week, the rainfall reaching one inch and twelve hundredths. The rains, though late, were beneficial to cotton, rendering accounts better; but the present outlook is not good, and it is claimed that the estimates put the coming crop fully fifteen per cent less than last season. The thermometer has averaged 80, ranging from 63 to 95.

Atlanta, Georgia.—It has rained on two days of the week, the rainfall reaching thirty-nine hundredths of an inch. The thermometer has averaged 73.6, ranging from 62 to 86.

Rome, Georgia.—Telegram not received.

Charleston, South Carolina.—We have had rain on six days of the week, the rainfall reaching six inches and eighty hundredths. The thermometer has ranged from 68 to 96, averaging 79.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as baled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to August 9.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1883	3,000	3,000	6,000	438,000	768,000	1,206,000	5,000	1,531,000
1882	10,000	7,000	17,000	716,000	585,000	1,301,000	6,000	1,579,000
1881	6,000	6,000	12,000	236,000	521,000	801,000	6,000	1,127,000
1880	3,000	3,000	6,000	352,000	174,000	526,000	8,000	1,053,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 1,000 bales, and a decrease in shipments of 14,000 bales, and the shipments since January 1 show a decrease of 95,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883	1,800	.....	1,800	80,200	10,800	91,000
1882	1,700	.....	1,700	103,200	31,700	134,900
Madras—						
1883	500	.....	500	6,100	1,000	7,100
1882	2,800	.....	2,800	43,000	4,100	47,100
All others—						
1883	4,000	.....	4,000	11,500	2,000	13,500
1882	1,900	.....	1,900	38,000	17,900	55,900
Total all—						
1883	6,300	.....	6,300	97,800	13,800	111,600
1882	4,300	.....	4,300	184,200	55,700	239,900

The above totals for the week show that the movement from the ports other than Bombay is 100 bales less than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	3,000	1,206,000	17,000	1,301,000	12,000	801,000
All other ports.	6,300	111,600	4,400	237,900	1,900	181,000
Total	9,300	1,317,600	23,400	1,538,900	13,900	982,000

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, August 9.		1882-83.	1881-82.	1880-81.
Receipts (cantars)*—				
This week.....				1,500
Since Sept. 1	2,254,000		2,831,720	2,775,000
Exports (bales)—				
To Liverpool.....	239,000		215,900	2,000
To Continent.....	89,000		176,271	154,705
Total Europe.....	328,000		422,171	2,000

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Aug. 9 were — cantars and the shipments to all Europe were — bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet but steady, at unchanged prices. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.						1882.					
	32s. Cop.	32s. Cop.	32s. Cop.	32s. Cop.	32s. Cop.	32s. Cop.	32s. Cop.	32s. Cop.	32s. Cop.	32s. Cop.	32s. Cop.	32s. Cop.
June 8	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" 15	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" 22	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" 29	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
July 6	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" 13	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" 20	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" 27	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Aug. 3	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
" 10	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2

NEW YORK COTTON EXCHANGE.—The estimates of competent builders, before whom the plans and specifications of the New Exchange have been laid, will be placed before the Committee of Building for approval on 14th inst.

Two candidates for membership, who have been passed by the Committee on Election are to be put to the ballot on Monday next. Visitors introduced this week have been as follows:

Capt. Harry Allen, New Orleans.	O. F. Doubet, Georgia.
O. B. Morgan, Petersburg, Va.	C. F. Fargo, Georgia.
R. A. Harrison, Petersburg, Va.	W. Bussey, Georgia.
R. R. Davis, Petersburg, Va.	J. Habner, Galveston.
J. E. G. Higgins, Liverpool.	R. Kueckuck, Galveston.
W. Austin Goodman, Cincin nati.	E. M. Musgrove, New Orleans.
Chas. Holland, New Orleans.	M. Brown, South Carolina.
C. S. Burret, Cleveland, O.	J. C. Petty, Norfolk, Va.
E. P. Brewer, U. S. A.	Pembroke Jones, Wilmington, N. C.
Edward Frost, Charleston, S. C.	F. T. Rembert, Texas.
Gilbert H. Green, New Orleans.	F. E. Dauncy, Holly Springs.
Tom H. Jordan, Waco, Texas.	C. W. Jewett, Sherman.
P. S. McCaw, Texas.	E. D. White, Jr., Charleston.
S. C. Davenport, Selma, Ala.	C. J. Wise, Jefferson, Texas.
J. C. Thompson, Selma, Ala.	N. B. Kueckuck, Hoboken.
W. N. Mercer, Georgia.	S. B. Wood, Hope, Ark.

EUROPEAN COTTON CONSUMPTION TO AUGUST 1.—We have received by cable to-day Mr. Ellison's cotton figures brought down to August 1. The revised totals for last year have also been received, and we give them for comparison. The takings by spinners, in actual bales and pounds, have been as follows:

From Oct. 1 to Aug. 1.	Great Britain.	Continent.*	Total.
For 1882-3.			
Takings by spinners... bales	2,594,000	3,138,000	6,032,000
Average weight of bales....	440	422	430
Takings in pounds.....	1,273,360,000	1,324,236,000	2,597,596,000
For 1881-2.			
Takings by spinners... bales	2,964,290	2,659,120	5,623,410
Average weight of bales....	430	415	423
Takings in pounds.....	1,274,444,700	1,103,534,800	2,378,179,500

According to the above, the average weight of the deliveries in Great Britain is 440 pounds per bale to August 1, against 430 pounds per bale during the same time last season. The Continental deliveries average 422 pounds, against 415 pounds last year, and for the whole of Europe the deliveries average 430 pounds per bale, against 423 pounds during the same period last season. In the following table we give the stock held by the mills, their takings and their consumption, each

month since October 1, all reduced to bales of 400 pounds each for this season and last season. It is a very convenient and useful summary.

Oct. 1 to Aug. 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Spinners' stock Oct. 1.	82,	139,	221,	25,	240,	265,
Takings in October.....	233,	149,	382,	336,	133,	469,
Total supply.....	315,	288,	603,	361,	373,	734,
Consump. Oct., 4 wks.	288,	252,	540,	280,	240,	520,
Spinners' stock Nov. 1.	27,	36,	63,	81,	133,	214,
Takings in November.....	387,	320,	707,	438,	362,	800,
Total supply.....	414,	356,	770,	519,	495,	1,014,
Consump. Nov., 5 wks.	360,	315,	675,	350,	300,	650,
Spinners' stock Dec. 1.	54,	41,	95,	169,	193,	364,
Takings in December.....	301,	397,	698,	263,	253,	516,
Total supply.....	355,	438,	793,	432,	448,	880,
Consump. Dec., 4 wks.	288,	252,	540,	280,	240,	520,
Spinners' stock Jan. 1.	67,	186,	253,	152,	208,	360,
Takings in January.....	389,	342,	731,	261,	253,	514,
Total supply.....	456,	528,	984,	413,	461,	874,
Consump. Jan., 4 wks.	288,	252,	540,	280,	240,	520,
Spinners' stock Feb. 1.	168,	276,	444,	133,	221,	354,
Takings in February.....	444,	398,	842,	361,	302,	663,
Total supply.....	612,	674,	1,286,	494,	523,	1,017,
Consump. Feb., 5 wks.	360,	315,	675,	350,	300,	650,
Spinners' stock Mar. 1.	252,	359,	611,	144,	223,	367,
Takings in March.....	286,	265,	551,	340,	277,	617,
Total supply.....	538,	624,	1,162,	484,	500,	984,
Consump. Mar., 4 wks.	288,	252,	540,	280,	240,	520,
Spinners' stock Apr. 1.	250,	372,	622,	204,	260,	464,
Takings in April.....	336,	351,	687,	261,	270,	531,
Total supply.....	586,	723,	1,309,	465,	530,	995,
Consump. April, 4 wks.	288,	252,	540,	280,	240,	520,
Spinners' stock May 1.	298,	471,	769,	185,	290,	475,
Takings in May.....	348,	469,	817,	348,	379,	727,
Total supply.....	646,	940,	1,586,	533,	669,	1,202,
Consump. May, 5 wks.	360,	315,	675,	350,	300,	650,
Spinners' stock June 1.	286,	625,	911,	183,	369,	552,
Takings in June.....	242,	393,	635,	323,	316,	639,
Total supply.....	528,	1,018,	1,546,	506,	685,	1,191,
Consump. June, 4 wks.	288,	256,	544,	280,	240,	520,
Spinners' stock July 1.	240,	762,	1,002,	226,	445,	671,
Takings in July.....	217,	227,	444,	255,	213,	468,
Total supply.....	457,	989,	1,446,	481,	658,	1,139,
Consump. July, 4 wks.	288,	256,	544,	280,	240,	520,
Spinners' stock Aug. 1.	169,	733,	902,	201,	418,	619,

A more striking comparison with last year is reached by bringing together the above totals and adding the average weekly consumption up to the present time for the two seasons

Oct. 1 to Aug. 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Spinners' stock Oct. 1.	82,	139,	221,	25,	240,	265,
Takings to Aug. 1.....	3,183,	3,311,	6,494,	3,186,	2,758,	5,944,
Supply.....	3,263,	3,450,	6,715,	3,211,	2,998,	6,209,
Consump'n 43 weeks	3,096,	2,717,	5,813,	3,010,	2,580,	5,590,
Spinners' stock Aug. 1.	169,	733,	902,	201,	418,	619,
Weekly Consumption.						
In October.....	72.0	63.0	135.0	70.0	60.0	130.0
In November.....	72.0	63.0	135.0	70.0	60.0	130.0
In December.....	72.0	63.0	135.0	70.0	60.0	130.0
In January.....	72.0	63.0	135.0	70.0	60.0	130.0
In February.....	72.0	63.0	135.0	70.0	60.0	130.0
In March.....	72.0	63.0	135.0	70.0	60.0	130.0
In April.....	72.0	63.0	135.0	70.0	60.0	130.0
In May.....	72.0	63.0	135.0	70.0	60.0	130.0
In June.....	72.0	64.0	136.0	70.0	60.0	130.0
In July.....	72.0	64.0	136.0	70.0	60.0	130.0

The foregoing shows that the weekly consumption in Europe is 136,000 bales of 400 pounds each, against 130,000 bales of the same weight at the corresponding time last year.

The cable adds that Mr. Ellison's estimate for the remainder of the season (nine weeks) in bales of 400 lbs. is as follows:

	Great Britain.	Continent.
Spinners' stock August 1.....	169,000	733,000
Deliveries.....	561,000	223,000
Supply.....	730,000	966,000
Consumption.....	618,000	576,000
Spinners' stock October 1.....	82,000	390,000

Mr. Ellison further says that, assuming the Continental consumption for the year should be found to be $7\frac{1}{2}$ per cent greater than last year, the stock would be 329,000 bales, which, added to the spinners' stock in Great Britain (82,000 bales) and the port stocks, which are estimated at 1,118,000 bales, the total stock October 1 would be 1,529,000 bales, against 922,000 bales last year and 1,243,000 bales in 1881.

THE AGRICULTURAL DEPARTMENT'S REPORT FOR AUGUST.—The following statement, showing the condition of cotton on Aug. 1, was issued by the Department of Agriculture August 10:

Cotton returns are less favorable than for July, the condition having declined to 84, from 90 last month. The State averages are: Virginia, 87; North Carolina, 87; South Carolina, 80; Georgia, 78; Florida, 93; Alabama, 83; Mississippi, 85; Louisiana, 85; Texas, 87; Arkansas, 83; Tennessee, 90. Collecting the three months' figures of the present season, and comparing them with the reported condition for the same months of last season, we have the following results:

States.	1883.				1882.			
	June.	July.	Aug.	Aver.	June.	July.	Aug.	Aver.
North Carolina.....	81	91	87	86.3	82	90	84	85.3
South Carolina.....	85	91	80	85.3	92	98	98	96.0
Georgia.....	86	93	78	85.7	89	92	94	91.7
Florida.....	94	95	93	94.0	97	92	87	92.0
Alabama.....	87	87	83	85.7	95	93	99	95.7
Mississippi.....	86	89	85	86.7	88	87	91	88.9
Louisiana.....	91	91	85	89.0	90	96	93	93.0
Texas.....	89	93	87	89.7	93	97	100	96.7
Arkansas.....	87	84	83	84.7	85	90	96	90.3
Tennessee.....	78	88	90	85.3	80	78	86	81.3
Average.....	86	90	84	86.7	89	92	94	91.7

NEW ALABAMA COTTON.—The first bale of new Alabama cotton was received at Selma on Sunday morning, August 5. It was raised on N. Woodruff's plantation near Brown's Station, Dallas County, and consigned to Messrs. Woodruff & North of Selma. The bale weighed 496 pounds, classed strict low middling, and was sold on Monday, by auction, in front of the Selma Cotton Exchange to Messrs. A. G. Stollenwerk & Sons for 11 $\frac{1}{4}$ ¢ per pound. The low price obtained is ascribed to the absence from the city of nearly all the cotton brokers. The bale was shipped Monday P. M. to Norfolk via the East Tennessee Virginia & Georgia Railroad. Last year the first bale was received at Selma August 10. This week Montgomery has also received her first bale, it having reached there Monday, August 6. It weighed 465 pounds, classed strict low middling, sold at 13¢ per pound, and was shipped per express to Mobile, where it arrived the following day. Last year the first bale was received at Montgomery August 8. At Mobile it brought the same price as at Montgomery and was shipped to New York.

NEW LOUISIANA COTTON.—The first bale of new Louisiana cotton was received at New Orleans on Monday, August 6, from Provencal Station, Natchitoches Parish, consigned to R. M. Walmsley & Co. It classed strict middling, and was sold at auction for 12 $\frac{1}{4}$ ¢ cents per pound to Messrs. Charles H. Haynes & Co., New Orleans. The bale was subsequently shipped per steamer "Architect" to W. H. Haynes, Liverpool. Last year New Orleans received her first bale from the Mississippi Valley, August 15. Shreveport received her first bale of new cotton on Tuesday, August 7. It came from Bossier Parish, classed strict middling, and was sold at 14 cents per pound. The first bale last year was also received August 7.

NEW FLORIDA COTTON.—The first bale of new Florida cotton left Marianna, Florida, on Thursday, August 9, for Savannah, reaching there August 10. The first bale from Florida was received at Savannah last year on August 19.

CONDITION OF COTTON.—The following, from our correspondents and exchanges, indicate the condition of cotton in various sections at latest mail dates:

South Carolina.—Correspondents of the *Charleston News and Courier* report to that journal as below:

Midway, Barnwell Co., August 3.—"No amount of free trade or the most approved political doctrines can make us as happy as the present seasons for the crops. After their being parched and scorched by the fiery sun, we are now having daily, or rather nightly, showers, which is much better, as work can be accomplished in daytime without hindrance by the rain. Of course the majority of early corn and cotton has been greatly cut off by the drought, and some cotton is beginning to show signs of rust; but all the latest corn and cotton is now mending daily."

Williamston, Anderson Co., August 2.—"The drought still continues in this immediate section, although good rains have fallen in some parts of the county. This is the sixth week of the drought, and yet no prospect for rain. The crops, both of corn and cotton, have been very seriously injured already."

From the press in other sections of South Carolina we extract the following:

Abbeville, Abbeville Co.—The *Press and Banner* says: "The month of July has been unprecedentedly hot and dry, from the first to the last. Very little rain has fallen in this month, and the whole county has suffered intensely for rain until a very few days ago, when partial showers began to fall. * * * The cotton crop, even where it is still in a healthy condition, is but little larger now than it was three weeks ago."

Georgia and Florida.—The Savannah Morning News of Saturday, August 4, published special reports on the crop from 39 counties in Georgia and 2 counties in Florida, of dates from July 28 to August 3. The News summarizes its reports as follows:

"We present this morning the first of a series of special cotton crop reports from various sections of Georgia and Florida, which we shall continue weekly during the season. The replies are from 35 widely-scattered counties in Georgia. The general tenor of the replies is to the effect that the acreage is about the same, with the exceptions of a few counties, as that of last year. Owing to the protracted drought, the crop is, on the whole, in a considerably inferior condition to that exhibited at this time last season. Refreshing rains, however, have fallen in some sections, and the outlook is correspondingly improved. Worms and caterpillars have appeared in some quarters, but thus far but little damage has resulted from these sources. Should the season prove propitious henceforward, the chances for a pretty fair crop will improve. Otherwise, the yield will be considerably below the average. Picking has begun in a limited number of counties, but will be general between the 15th inst. and the 1st prox. Labor, though scarce and hard to control in some sections, is in general in from fair to good supply. The outlook in Florida, owing to more propitious weather, is rather more cheering. The replies are from intelligent and well-informed sources, and may be regarded as fair exhibits of the status of the crop."

Alabama.—Eufaula, Barbour County, Aug. 1.—The following is from the circular of Messrs. John W. Tullis & Co.:

"Since the 21st July, the date of our last crop report, the cotton plant has progressed finely. Very little, if any, damage has been done the crop by drought in this section. We have a splendid rain yesterday. Caterpillars have either disappeared entirely, or are webbed up at various points where they made their appearance. Up to the present they have done no damage."

Mississippi.—Meridian, Lauderdale Co., Aug. 1.—Messrs. Carter & Co.'s circular gives the following:

"The weather in this section has been very warm and dry for several weeks past. Cotton needing rain badly, and will be seriously damaged if the drought continues much longer. No worms have appeared in our section, but we hear much complaint of them in Alabama. Cotton is earlier than last season, and picking will not commence with us to any extent before the 1st September."

Macon, Noxubee Co., Aug. 3.—The correspondent of the New Orleans Times-Democrat reports:

"The last few days have been showery, and put an end to the long drought, which has seriously injured the crops. Corn and cotton are both doing tolerably well in this county, but the dry weather has cut off the yield so that it will not be so large as was expected a month ago, nor so large as that of last year."

Arkansas.—Messrs. Wheelless & Reardon, of Little Rock, issued on August 1 a circular showing the condition of cotton in the State, from which we give the following extract:

"Our inquiries in reference to the present condition of the crop throughout the State were prepared with more than usual care, and the replies: To field crops. In most sections stands are fair, fields are clean and the plant is healthy. The crop is ten days to three weeks later than last year, is forming, blooming and bolting as well as could be expected, and there is little damage from shedding or worms. The rainfall has not been sufficient, and though the effect has not yet been felt to any considerable extent, a continuation of the dry weather for two weeks will be disastrous. Picking will likely commence about the 15th of September, but will not be general before the 1st of October. With favorable circumstances the crop in a few sections will probably equal that of last year, but these are exceptions, and generally such a yield as in 1882 is not anticipated."

JOSE BUTTS, BAGGING, & CO.—There has been a fair inquiry for bagging during the week, and the market is moderately active. Orders are for small lots, but these keep dealers busy, and prices are steady at 9½c. for 1½ lbs., 10c. for 1¾ lbs., 10½c. for 2 lbs. and 11½c. for standard grades, but a shade better can be done on round parcels. Butts have shown but little activity, the only trade doing being of a jobbing character, though in this way a fair amount of stock has been worked off, some 3,000 bales in lots being reported. Prices are about steady, with sellers quoting 1½c. for paper grades and 2½c. for bagging qualities.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,847	98,491
October...	980,584	853,195	968,318	888,492	689,264	578,536
Novemb'r	1,094,697	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,644	893,661	900,119
January	752,827	487,727	571,701	647,140	618,727	689,610
February	595,598	291,992	572,728	447,918	566,824	472,051
March	482,772	257,099	476,581	261,913	303,951	310,523
April	284,319	147,595	284,246	158,025	167,451	197,965
May	185,523	113,573	190,054	110,006	84,299	96,314
June	78,504	68,679	131,871	88,455	29,472	42,142
July	42,299	36,890	78,572	54,258	13,988	20,240
Total year	5,936,515	4,657,377	5,759,853	4,891,586	4,435,737	4,253,486
Per cent of tot. port receipts July 31..	98.66	98.05	97.79	99.74	97.99	

This statement shows that up to July 31 the receipts at the ports this year were 1,279,138 bales more than in 1881-82 and 476,682 bales more than at the same time in 1880-81. By adding to the above totals to July 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82	1880-81.	1879-80.	1878-79.	1877-78.
Tot. July 31	5,936,515	4,657,377	5,759,853	4,891,586	4,435,737	4,253,486
Aug. 1....	539	638	3,592	8.	419	139
" 2....	573	465	2,838	1,519	507	1,465
" 3....	2,927	533	2,477	2,399	8.	393
" 4....	1,296	2,014	3,058	1,191	562	8.
" 5....	8.	711	3,705	1,303	698	596
" 6....	1,300	8.	1,738	1,891	330	509
" 7....	2,285	764	8.	1,526	666	529
" 8....	1,099	586	3,424	8.	1,182	340
" 9....	1,284	609	1,990	1,238	527	700
" 10....	2,442	329	1,615	1,444	8.	468
Total....	5,950,260	4,664,023	5,784,245	4,904,152	4,440,628	4,263,627
Percentage of tot. 1 port receipts Aug. 10	98.81	98.46	98.05	99.85	99.11	

This statement shows that the receipts since Sept. 1 up to to-night are now 1,286,237 bales more than they were to the same day of the month in 1882 and 166,015 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to August 10 in each of the years named.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 32,973 bales. So far the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

			Total bales.
NEW YORK—To Liverpool, per steamers Adriatic, 1,203....			
Arizona, 2,008....	Bothnia, 1,782....	Furnessia, 625....	
Germania, 922....	Spain, 1,633....		8,173
To Hull, per steamer Galilee, 1,128....			1,128
To Havre, per steamer Amerique, 867....			867
To Bremen, per steamers Donau, 3....	Fulda, 150....		153
To Hamburg, per steamers Polaria, 289....	Rhactia, 1,200....		
Westphalia, 500....			1,989
NEW ORLEANS—To Liverpool, per steamers Cadiz, 2,057....			
Critic, 3,562....	Inventor, 2,717....		8,306
To Havre, per steamer Bordeaux, 3,115....			3,115
To Antwerp, per steamer Bordeaux, 147....			147
To Malaga, per steamer Vidal Sala, 1,900....			1,900
To Vera Cruz, per schooner Maria, 63....			63
TEXAS—To Liverpool, per ship Julius, 3,857....			3,857
BALTIMORE—To Liverpool, per steamer Mentmore, 1,142....			1,142
To Bremen, per steamer Braunschweig, 131....			131
BOSTON—To Liverpool, per steamers Bugarian, 10....	Marathon, 714....		724
To Windsor, N. S., per schooner Nell, 100....			100
PHILADELPHIA—To Liverpool, per steamers British Princess, 747....	Pennsylvania, 431....		1,178

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Hull.	Havre.	Bremen.	Antwerp.	Vera Cruz.	Total.
New York..	8,173	1,128	867	2,142			12,310
N. Orleans..	8,306		3,115		147	1,900	13,531
TEXAS....	3,857						3,857
Baltimore..	1,142			131			1,273
Boston....	724						724
Philadelphia	1,178						1,178
Total....	23,380	1,128	3,982	2,273	147	1,900	32,973

Included in the above totals are from Boston to Windsor, N. S., 100 bales.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

NEW ORLEANS—For Liverpool—Aug. 6—Steamer Architect, 1,876.
BOSTON—For Liverpool—Aug. 2—Steamer Missouri, 553....Aug. 6—Steamer Norseman, 566.

PHILADELPHIA—For Liverpool—Aug. 7—Steamer British Crown, 246.
Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	9 ⁶⁴ @13 ⁴	9 ⁶⁴ @13 ⁴	9 ⁶⁴ @13 ⁴	9 ⁶⁴ @13 ⁴	9 ⁶⁴ @13 ⁴	9 ⁶⁴ @13 ⁴
Do sail....						
Havre, steam....	3 ⁸	3 ⁸	3 ⁸	3 ⁸	3 ⁸	3 ⁸
Do sail....						
Bremen, steam....	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶	3 ⁸ @7 ¹⁶
Do sail....						
Hamburg, steam d.	3 ⁸	3 ⁸	3 ⁸	3 ⁸	3 ⁸	3 ⁸
Do sail....						
Amst'd'm, steam c.	150	150	150	150	150	150
Do sail....						
Baltic, steam....	7 ³² @14 ¹	7 ³² @14 ¹	7 ³² @14 ¹	7 ³² @14 ¹	7 ³² @14 ¹	7 ³² @14 ¹
Do sail....						
Barcelona, steam c.	11 ¹⁶	11 ¹⁶	11 ¹⁶	11 ¹⁶	11 ¹⁶	11 ¹⁶
Genoa, steam....	5 ⁸	5 ⁸	5 ⁸	5 ⁸	5 ⁸	5 ⁸

Compressed. Per 100 lbs.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	July 20	July 27.	Aug. 3	Aug. 10.
Sales of the week.....bales.	39,000	51,000	62,000	43,000
Of which exporters took....	2,400	2,700	3,100	2,800
Of which speculators took....	30	34	1,820	1,970
Sales American.....	30,000	42,000	46,000	29,000
Actual export.....	3,106	6,100	3,600	4,100
Forwarded.....	8,000	4,700	7,300	6,100
Total stock—Estimated.....	691,000	955,000	927,000	932,000
Of which American—Estim'd....	734,000	697,000	673,000	630,000
Total import of the week.....	45,000	24,500	40,000	54,000
Of which American.....	28,500	10,500	26,500	12,000
Amount afloat.....	179,000	184,000	202,000	153,000
Of which American.....	38,000	40,000	34,000	35,000

The tone of the Liverpool market for spots and futures each day of the week ending Aug. 10, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Market, { 12:30 P.M.			Harden's.	Easier.	Good demand freely met	Dull.
Mid. Upl'd. Mid. Orlns			5 5/8 5 3/4	5 11/16 5 13/16	5 11/16 5 13/16	5 11/16 5 13/16
Sales.....			12,000	10,000	12,000	10,000
Spec. & exp.			1,000	1,000	1,000	1,000
Futures. Market, { 12:30 P.M.			Strong.	Dull.	Steady.	Dull.
Market, 4 P. M.			Easy.	Quiet.	Offerings free.	Easy.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.

	Sat., Aug. 4.	Mon., Aug. 6.	Tues., Aug. 7.	Wed., Aug. 8.	Thurs., Aug. 9.	Fri., Aug. 10.
			Open High Low. Clos.	Open High Low. Clos.	Open High Low. Clos.	Open High Low. Clos.
Aug.....			d. d. d. d.	d. d. d. d.	d. d. d. d.	d. d. d. d.
Aug.-Sept..			5 39 5 42 5 39 5 40	5 39 5 42 5 39 5 40	5 39 5 42 5 39 5 40	5 39 5 42 5 39 5 40
Sept.-Oct..			5 39 5 42 5 39 5 42	5 39 5 42 5 39 5 42	5 39 5 42 5 39 5 42	5 39 5 42 5 39 5 42
Oct.-Nov....			5 40 5 40 5 39 5 39	5 40 5 40 5 39 5 39	5 40 5 40 5 39 5 39	5 40 5 40 5 39 5 39
Nov.-Dec....			5 38 5 40 5 38 5 39	5 38 5 40 5 38 5 39	5 38 5 40 5 38 5 39	5 38 5 40 5 38 5 39
Dec.-Jan....			5 38 5 40 5 38 5 38	5 38 5 40 5 38 5 38	5 38 5 40 5 38 5 38	5 38 5 40 5 38 5 38
Jan.-Feb....			5 41 5 41 5 40 5 40	5 41 5 41 5 40 5 40	5 41 5 41 5 40 5 40	5 41 5 41 5 40 5 40
Feb.-March			5 44 5 44 5 44 5 44	5 44 5 44 5 44 5 44	5 44 5 44 5 44 5 44	5 44 5 44 5 44 5 44
Mar.-Apr....			5 48 5 48 5 48 5 48	5 48 5 48 5 48 5 48	5 48 5 48 5 48 5 48	5 48 5 48 5 48 5 48
April-May..			5 48 5 48 5 48 5 48	5 48 5 48 5 48 5 48	5 48 5 48 5 48 5 48	5 48 5 48 5 48 5 48
May-June..			5 48 5 48 5 48 5 48	5 48 5 48 5 48 5 48	5 48 5 48 5 48 5 48	5 48 5 48 5 48 5 48

BREADSTUFFS.

FRIDAY, P. M., Aug. 10, 1883.

Flour during most of the week has been very quiet, and to a great extent nominal for many descriptions, but within a day or two the demand has improved and the market has become firmer in tone, though no material advance has taken place. The supply of choice No. 2 and superfine has been light, and this fact has restricted trade in those descriptions. Winter wheat patents are held firmly as a rule; they are in a better position than spring wheat brands. The receipts of new flour have increased somewhat. To-day the market was firm with a good trade.

Wheat has latterly been more active, both for export and on speculation, at an advance of 2½¢@3½¢. Less favorable crop advices from England and France have led to a better export demand, and have likewise stimulated speculation. The reports from our own wheat belt have been in the main favorable. It is estimated that we shall have a sufficient surplus to meet any foreign demand that is likely to arise. The export trade has been mainly in spring wheat and low grades of red. The adulteration of No. 2 red is still a subject of complaint. Exporters in some instances claim that Baltimore is a better market at which to purchase No. 2 red wheat, the grading there being, it is averred, far more strict than at New York. No. 2 spring wheat has sold here on the spot at \$1 12½¢@1 13. White wheat has been scarce. To-day the market was ½¢@1¢. higher for red, with a good demand, while of spring wheat fully 160,000 bushels were sold for export at \$1 12½¢@1 13; options were in good demand and slightly higher, though towards the close prices became weaker; No. 2 red sold at \$1 17½¢@1 17½¢ for August, \$1 18½¢@1 19½¢ for September, \$1 20½¢@1 21½¢ for October, \$1 22½¢@1 23½¢ for November and \$1 24½¢@1 25½¢ for December.

Indian corn has sold more freely both on the spot and for future delivery. The transactions for August delivery have been attended with no little excitement, and on Tuesday this option advanced 4½¢, the rise in other deliveries being at the same time ½¢@1¢. The sharp advance was due to a fright among the shorts which was started by the unexpectedly low grading of some of the receipts, and the fact that the supply of No. 2 mixed, the contract grade, had become concentrated in the hands of one or two holders. As high as 66¼¢ was paid for August, but the market has since gradually declined, as the demand from the shorts subsided. The crop advices in general point to a large yield, though it is stated that the harvest will be somewhat later than usual. The comparative scarcity of No. 2 mixed has latterly had the effect of restricting trade for export. To-day the market was only moderately active and ½¢ to 1¢ lower; No. 2 mixed sold at 62½¢@62¾¢ for August, 61¾¢@62¢ both for September and October.

Rye has been more active at firmer prices; the demand has still been mainly for Western; 70½¢, cost and freight, has been paid. Oats have been more active at times, in sympathy with other cereals, but latterly the transactions have been smaller. Prices, in sympathy with a weaker market in Chicago, have been depressed here for several days. To-day prices were lower, with trade slow, especially on the spot; No. 2 mixed sold at 35½¢ in store at Brooklyn; No. 2 mixed sold at 35¢@35½¢, for August, 34¾¢@35¼¢ for September and 35¼¢@35½¢ for October.

The Agricultural Bureau's report, issued this afternoon after the close of business, makes the spring wheat average 97, the same as last year, and says that the returns for August do not essentially change the indicated aggregate of July for the entire crop, but that the result of the harvest will be more fully tested on the return of the threshers' blanks. As to corn the report says that the crop has improved slightly, the condition being 89, against 88 last month. Nights have been too cool, and the crop is late. Frost may yet cause disaster. The condition of oats is given as 100. Barley averages 95, potatoes 101 and buckwheat 90.

The following are closing quotations:

FLOUR.	
No. 2 spring... 3 bbl. \$2 45 @ 3 00	Patents, winter.... \$5 50 @ 7 25
No. 2 winter..... 2 75 @ 3 60	City shipping extras. 5 25 @ 6 25
Superfine..... 3 00 @ 3 90	Southern bakers and family brands..... 5 65 @ 7 00
Spring wheat extras. 4 00 @ 4 50	South's ship's extras. 4 35 @ 6 15
Do bakers'..... 4 75 @ 6 25	Rye flour, superfine.. 3 50 @ 4 25
Wis. & Minn. rye mls. 4 75 @ 5 25	Corn meal—
Min. clear and strait 4 00 @ 6 40	Western, &c..... 3 00 @ 3 40
Winter ship's extras. 4 00 @ 4 30	Brandywine, &c..... 3 35 @ 3 50
Patents, spring..... 5 75 @ 7 35	

GRAIN.	
Wheat—	Corn—
Spring, per bush. @	Yellow Southern. 67 @ 68
No. 2..... 1 12½ @ 1 13	White No. 2..... 70 @ 70½
Red winter, No. 2. 1 21½ @ 1 22	Rye—Western..... 71½ @ 73½
Red winter.... 1 10 @ 1 22	State & Canada.. 75 @ 77
White..... 85 @ 1 21	Oats—Mixed..... 36 @ 40
White No. 1..... @	White..... 39 @ 51
Corn—West. mixed 51 @ 62½	No. 2 mixed..... 37½ @ 36½
West. mix. No. 2. 62½ @ 63½	No. 2 white..... 41 @ 41½
White Southern.. 70 @ 72	Barley nominal.

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Aug. 4 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 190 lbs	Bush. 56 lbs	Bush. 56 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 56 lbs
Chicago.....	39,443	249,336	1,675,592	635,050	11,135	68,200
Minneapolis..	59,643	75,391	77,910	34,992	7,100	3,778
Toledo.....	3,405	411,136	85,509	12,932	...	...
Detroit.....	1,868	28,120	4,880	44,306	...	...
Cleveland....	2,117	54,240	28,000	26,200	...	...
St. Louis.....	30,775	704,691	267,06	284,906	...	...
Peoria.....	1,070	4,200	122,900	117,075	690	...
Duluth.....	11,000	19,460	15,000	...	...	...
Tot. wk. '83	149,321	1,546,574	2,215,921	1,155,470	18,805	81,133
Same wk. '82	144,775	3,459,361	1,382,620	893,457	22,502	46,429
Same wk. '81	190,379	1,767,390	3,561,324	530,592	26,567	110,781
Since Aug. 1—						
1883.....	149,321	1,546,574	2,215,921	1,155,470	18,805	81,133
1882.....	144,775	3,459,361	1,382,620	893,457	22,502	46,429
1881.....	190,379	1,767,390	3,561,324	530,592	26,567	110,781

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Aug. 4, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour..... bbls.	5,190,574	4,212,478	5,295,308	3,369,045
Wheat..... bush.	18,145,536	22,345,812	30,841,596	37,603,804
Corn..... bush.	62,124,199	44,134,624	63,969,043	79,524,620
Oats..... bush.	26,140,785	17,655,904	21,919,103	14,888,171
Barley..... bush.	4,605,320	2,127,013	2,050,839	1,667,593
Rye..... bush.	2,633,762	1,490,147	1,128,153	1,290,897
Total grain....	113,649,602	87,793,500	119,908,734	134,975,085

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Aug. 4.	1882. Week Aug. 5.	1881. Week Aug. 6.	1880. Week Aug. 7.
Flour.....bbls.	47,366	83,839	147,167	103,397
Wheat.....bush.	384,618	1,236,932	164,462	803,001
Corn.....bush.	349,568	803,816	1,141,250	689,451
Oats.....bush.	578,334	651,168	873,972	585,611
Barley.....bush.	6,359	10,927	9,393	9,404
Rye.....bush.	43,222	14,416	24,111	37,784

Total.....1,362,401 2,217,259 2,213,188 2,125,231

The exports from the several seaboard ports for week ending Aug. 4, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	70,364	405,971	537,218	5,174	91,440	2,133
Boston.....	44,840	.....	32,024	57	.....	.....
Portland.....	13,962	121,737	219,091	41,267	.....	15,886
Montreal.....	7,456	103,500	89,456	.....	.....	.....
Philadel.....	6,276	263,829	45,146	.....	.....	.....
Baltim're.....	268	453	226,904	.....	.....	.....
N.Or'l'ns.....	.....	.....	.....	.....	.....	.....
Total.....	144,066	895,522	1,119,839	48,498	91,440	21,019
Same time 1882.....	168,265	3,968,445	38,287	3,166	8,768	18,832

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.	Wheat.	Corn.
	1883. Week. Aug. 4.	1882. Week. Aug. 5.	1883. Week. Aug. 4.
	Bbls.	Bbls.	Bush.
Un. King.	94,244	91,746	732,984
Contin'nt	3,586	9,537	158,163
S. & C. Am.	15,949	27,837	.....
W. Indies	16,572	21,182	4,375
Brit. Col's	11,736	17,256	.....
Oth. c't's	1,978	727	.....
Total.....	144,066	168,265	895,522
Same time 1882.....	168,265	3,968,445	38,287

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.	Wheat.	Corn.
	1882-83. Sept. 1 to Aug. 4.	1881-82. Sept. 1 to Aug. 5.	1882-83. Sept. 1 to Aug. 4.
	Bbls.	Bbls.	Bush.
Un. Kingdom	5,672,338	2,932,401	39,619,785
Continent.....	418,543	236,186	27,675,649
S. & C. Am.....	625,068	901,528	129,560
West Indies.....	825,192	967,021	77,639
Brit. Col'nies.....	603,9-7	543,252	16,363
Oth. coun't's.....	42,235	31,558	227,406
Total.....	8,187,963	5,112,516	64,336,502
Same time 1882.....	8,187,963	5,112,516	64,336,502

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Aug. 4, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	3,504,014	1,526,039	992,054	548	197,430
Do. afloat (est.)	371,000	272,000	.....	.....	149,000
Albany.....	573,533	6,100	37,100	500	27,300
Buffalo.....	5,729,593	276,397	19,968	11,800	31,233
Chicago.....	1,746,105	594,845	21,327	306,838	.....
Milwaukee.....	1,610,792	59,163	19,332	199,787	40,826
Duluth.....	229,510	117,869	.....	.....	.....
Toledo.....	943,428	217,700	29,742	.....	14,621
Detroit.....	377,983	1,946	32,934	.....	.....
Oswego.....	95,000	235,000	1,000	.....	40,000
St. Louis.....	793,733	640,1-6	198,527	10,680	51,762
Cincinnati.....	121,000	108,000	6,500	7,000	61,000
Boston.....	2,759	137,795	128,772	2,144	368
Toronto.....	153,300	.....	.....	25,577	341
Montreal.....	188,574	117,298	99,832	41,362	72,139
Philadelphia.....	220,461	235,357	97,307	.....	.....
Peoria.....	2,270	48,252	44,499	1,682	75,325
Indianapolis.....	238,100	53,200	25,300	.....	14,100
Kansas City.....	180,146	105,300	.....	210	12,464
Baltimore.....	1,596,045	107,641	.....	.....	.....
Down Mississippi.....	70,499	367,667	92,049	.....	.....
On rail.....	458,899	596,273	778,781	9,372	50,694
On lake.....	742,038	3,352,221	186,454	.....	204,292
On canal.....	543,301	589,259	119,675	.....	240,910
Tot. Aug. 4, '83.....	18,750,986	10,917,789	3,504,671	331,919	1,593,894
Tot. July 28, '83.....	17,704,511	10,541,723	3,584,462	345,831	1,503,003
Tot. Aug. 5, '82.....	15,139,057	6,193,078	1,672,077	57,512	601,965
Tot. Aug. 6, '81.....	17,539,095	15,894,283	7,404,713	125,573	250,521
Tot. Aug. 7, '80.....	14,791,197	16,647,605	1,465,547	169,717	387,682

THE DRY GOODS TRADE.

FRIDAY, P. M., Aug. 10, 1883.

In commission and jobbing circles the business of the past week has been somewhat disappointing, wholesale buyers having conducted their operations with a degree of caution bordering upon timidity. There was no hesitation in supplying immediate wants, but there was an obvious indisposition to anticipate future requirements to any material extent. The most satisfactory feature of the week's business was a further improvement in the jobbing branches of the trade. Retailers

from Southern markets have appeared in considerable force, and fair aggregate sales of staple and department goods were made by jobbers who cater especially for this class of trade. The general situation is practically unchanged, and while values of the most desirable cotton, woolen and mixed fabrics are maintained with a fair degree of steadiness, goods not strictly in accordance with present wants are difficult to move at a price that will cover the cost of production.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 2,488 packages, including 755 to China, 434 to Great Britain, 450 to U. S. of Colombia, 117 to Brazil, 114 to Hayti, 109 to Central America, 290 to Venezuela, 86 to Dutch West Indies, &c. The demand for cotton goods at first hands was comparatively light, but a fair business was done in package and assorted lots by leading jobbers. Brown and bleached goods were in steady, though moderate, request, and the best makes were relatively more active than the lower grades. Cotton flannels continued to move steadily at unchanged prices, but colored cottons were dull in agents' hands, and some additional makes of tickings, stripes, &c., were marked down. Prices of staple cotton goods are without quotable change, but it is a buyers' market. Print cloths were quiet in demand, but steady at 3½c. less ½ per cent for 64x64s, and 3 1-16c. for 56x60s, respectively. Prints were more or less quiet, but there was a very fair movement in standard dress ginghams.

DOMESTIC WOOLEN GOODS.—Mens'-wear woollens have been a trifle more active in demand. Small orders for duplicate parcels of heavy cassimeres, &c., were received to a fair amount, and a moderate business in light-weight union cassimeres and worsted coatings were reported by agents who have opened new lines for next spring. Indications point to a lower range of values for spring clothing woollens, cotton-warp cassimeres having been opened at about 5c. per yard below last season's prices. Satinets of the better grades were rather more active, and there was a freer movement in Kentucky jeans and do-skins from both first and second hands. Cloakings, sackings, Jersey cloths, all-wool and worsted dress fabrics, and shawls, were severally in fair demand, and there was a moderately good business in flannels and carpets at firm prices; but blankets were rather slow, and knit underwear was lightly dealt in.

FOREIGN GOODS have been in irregular demand, and upon the whole sluggish. Silks and velvets were in fair request, as were British dress goods; but Continental dress fabrics of the finer grades were mostly quiet. Cloakings and men's-wear woollens were in moderate request and steady in price. Linen goods, laces and embroideries remained quiet, and there was only a limited movement in hosiery and gloves.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Aug. 9, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.								
Week Ending Aug. 10, 1883.		Since Jan. 1, 1882.		Week Ending Aug. 9, 1883.		Since Jan. 1, 1883.		
Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	
Manufactures of—								
Wool	1,620	731,321	32,137	14,011,820	1,065	630,538	30,016	12,331,339
Cotton	1,928	401,338	49,381	16,176,640	1,668	281,304	47,450	15,614,446
Silk	1,473	990,184	34,891	22,886,185	1,380	799,083	25,292	13,055,107
Flax	1,417	155,434	52,819	8,913,255	1,440	270,768	51,924	8,146,793
Miscellaneous	741	16,215	67,611	6,689,728	546	156,333	60,815	4,484,910
Total	6,179	2,400,392	236,399	67,697,158	6,099	2,145,823	215,477	55,331,802
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.								
Manufactures of—								
Wool	501	212,329	10,351	4,276,898	572	205,013	13,157	7,480,779
Cotton	344	104,325	8,389	2,841,826	348	111,816	14,156	4,397,891
Silk	437	1,075	1,675	2,388,815	412	222,847	9,976	6,262,194
Flax	1,864	30,014	75,115	1,523,235	401	96,382	13,961	2,799,097
Miscellaneous						60,489	89,553	1,753,567
Total	3,195	609,785	116,787	14,468,790	2,135	653,890	51,437	22,488,840
Entered for consumption	6,179	2,400,392	236,399	67,697,158	6,099	2,145,823	215,477	55,331,802
Total on market	9,674	3,010,177	353,186	32,165,948	8,234	2,797,713	363,314	77,841,732
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool	742	304,904	12,929	5,146,719	574	292,385	59,021	7,840,122
Cotton	392	131,986	5,640	3,762,504	213	140,014	10,835	3,604,000
Flax	1,284	150,570	13,922	2,640,474	403	72,729	13,474	6,252,066
Miscellaneous	1,920	84,199	66,700	1,588,753	26	14,692	96,406	2,244,185
Total	3,157	767,761	108,940	15,947,782	1,396	494,822	153,054	22,668,177
Entered for consumption	6,479	2,400,392	236,399	67,697,155	6,099	2,145,823	215,477	55,331,802
Total at the port	9,666	3,168,133	345,339	83,644,340	7,493	2,630,145	369,161	78,014,076